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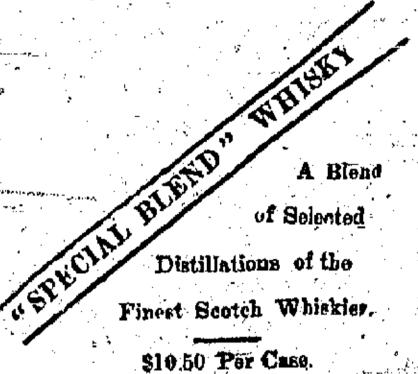
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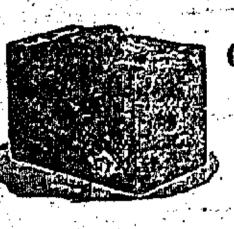
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# Hrrss.

Hongkong, July 6th, 1905. THE emphatic declaration which was made to face in regard to maintaining our by Mr. CHAMBERLAIN in favour of a permanent alliance between Great Britain and Japan must have come as a surprise to many who have become accustomed to traditional halting policy with respect to all matters in the Far East. There are -probably few politicians-who would venture upon so definite a statement of their views as was made by the member for Birmingham; but Mr. CHAMBERLAIN is nothing unless decisive. This quality has been the secret of his success and, it must also be admitted, to some extent of his failures. When once public opinion is fairly made up, the politician who will boldly declare and maintain it carries all before him; but the case stands very differently when we problem is still in the balance and the public require some further information before finally making up their minds. It is, therefore, a question of much interest whether the utterances of Mr. CHAMBERLAIN at the Liberal Union Club will conduce to bring about a permanent alliance with Japan, or whether it may not prove that however, there is good reason to hope to withstand the undue advance of Russia in two much in advance of his hearers; ordinary considerations of prudence, as and that public opinion in : England suggested by recent events. does not require a very great amount. of further education to bring it to the point of accepting an understanding with Japan of a permanent character as, at all events prima facie, a desirable measure. For some time past feeling has certainly run in this direction, but in matters of this kind the British public is much averse to being hurried; and so definite an utterance as that which has been made was scarcely expected from any high quarter. What is proposed is a "mutual defensive understanding between Japan and Great Britain" -which would mean an understanding that they would jointly withstand any attempts which would have the effect of threatening Japan on the one hand or India

on the other-in other words an agreement to join together in preventing the encroachments of Russia or any other nation (if one should appear) desirous of following in her

fnotsteps. The suggestion seems to have been received on the whole favourably, if we may judge by the comments upon it which appeared in The Times and other deading-British papers. As has from lime to time been indicated in these columns, the drift of events has been clearly in this direction, though it scarcely seemed that an idea of the kind would take definite shape so soon us has proved to be the case. In these days events march rapidly, and it may now be taken that the question of some such alliance as is proposed will before long be taken into serious consideration—and, indeed, there is every probability that in some form it will be acted upon. case, The beneats of such a combination were pointed out some time ago in the practical suggestion that, by such an arrangement, England would gain the advantage of a large number of valuable troops in case of necessity, while Japan would secure the

support of the British Navy. To this it objected that the mere fact of England's acknowledging that she might be dependent for troops upon a foreign country, was an admission of weakness unworthly of an Empire claiming a dominant position in the world. That there is something in this argument, it is impossible to deny; but it is equally impossible to ignore that," in the event of any great struggle arising with respect to India, the want of a sufficiently large army would undoubtedly be severely felt. The querion is one of plain fact, not of rentiment, and it would be a great mistake to throw aside a means of remedying a great defect in our means of defence in Asia, alfould the occasion arise, on the grounds that it would be very desirable that such a defect did not exist. It is not to be overlooked that for many years past precisely the same state of matters has been recognised, and acquiesced in, as applying to Great Britain's position in respect to any serious hostilities in Europe. Of late there has been a commendable attempt to increase the number and efficiency of the army; but for 'years' it was an accepted axiom that England was not in a position to take part

in any great European war without allies;

and, though this idea may have gone some-

what further than the actual facts war-

ranted, it cannot be denied that there was

a substantial foundation for it. Taking

this into consideration it may not, after all

a similar state of affairs should be recognised

in the present day as a fact which we have

be so serious a matter that the existence

supremacy in Asia.

The main question, however, to be con sidered is whether there is sufficient common interest between Japan and Great Britain being arrived at and, upon this point, those who have watched the course of recent events can have very little doubt. It was not only not denied, but on more than one occasion ostentationsly declared that part of Russia's policy, in endeavouring to obtain supremacy in Manchuria and generally in the East, was to strengthen her position in the direction of India; nor can any one doubt that this would be the result of her succeeding in the policy of aggression which has fortunately received a check. England has, therefore, a direct and most important interest in withstanding such advances. On the other hand, there can be no question that any success obtained by Russia in the direction of India would have the most serious effects upon the position of both China and Japan. The interests of the two countries are, therefore, at one in the suggestion made in so definite a manner maintaining the peace in both these direcwas a little premature: On the whole, tions, and a compact between the two nations that in this instance, at all events, Mr. either of the directions indicated would CHAMBERLAIN has not erred by being seem to be what is naturally dictated by

Plague cases now number 217. There were

The band will play this week on Saturday afternoon (instead of Friday) at the United Service Recreation Club, Kowloon.

It is reported that among the papers found on the captured battleship Imperator Nicolai I. was a letter of sympathy from the Corean. Government, signed by "Yi Kon-taik." The report is perhaps a hoax.

The natives do not welcome the new electric trams at Singapore. At the opening, it was found that large pieces of stone had been put on the rails at intervals, for a distance of three miles. The Singapore Free Press suggests that the number of the obstructions points to some. I cannot but eulogise Stoessel for having

Mr. O. D. Thomson, at the Magistracy yes. TELEGRAMS. terday, defended a mancharged with receiving two bottles of "raspberry-ade" stolen from Watkins' Store. The bottles it appears, were sold for ten cents by coolies conveying them from the shop to the pier. The defendant was found guilty of unlawful possession, and was

H.M.S. Sirius arrived in Chemulpo a few days ago (reports the Scoul Press of Juna 24th) in order to convey the men of the British Legation guard to Wilhei-wei. We regret to hear of their departure, and feel sure that their presence in Seoul will be sadly missed by oll British residents in the metropolis. The guard left Seoul on June 23rd, with Capt. Lawrie.

#### THE SHAUKIWAN MURDER.

In connection with the recent murder of a sampan woman at Shaukiwan. the Police have made an arrest. - This man will be charged to day. Inspector Robertson is in charge of the

#### THE HORRIBLE NOISES OF HONGKONG.

L. Comar yesterday charged an American with causing a unisance by employing Chinese bands to play into records for gramaphones next to the complainant's hotel, the Main Hotel, in Des [Voux Road. Inspector Gourlay mentioned that Chinese bands and theatres made a terrible noise, and he thought that if the music were played in the Chinese quarter of the city, amongst those who approximated it; it would be much hetter. The defendant said that he did not know that he was creating any great disturbance, and the band was employed during day time, from 11 o'clock till one and from two till four. Mr. Comar complained that his wife was sick and could not stand it. The case was remanded till Friday.

#### CORRESPONDENCE.

AN INTERNATIONAL PO TAGES STAMP.

TO THE EDITOR OF THE "DAILY PRESS." Sir .- The following is an extract from Dun's Review which, no doubt, will be of interest to the

"The proposition made recently by the Chamber of Commerce at Hamburg that the Governments forming the International Postal Union should agree upon and issue a series of international stamps good for foreign postage in any country belonging to that organization, merits the favourable attention of postal authorities and business men the world over. The practical difficulties in the way of carrying out such a plan do not appear to be serious, nor is it probable that action by congresses, parliaments or other legislative bodies will be required to put it into operation. A mutual agreement betweenthe different post office departments will suffice. it is believed, to at least give such a plan s trial. The advantage of an international stamp to business men engaged in foreign trade are so numerous and so great as hardly to require enumeration. As a medium for repaying postage for reply in cases where it is undesirable to request the recipient of a letter to pay for such reply himself, as a means for making trifling remittances, and in a number of other ways, such a stamp would be useful. Every business man in any part of the world, who feels that in Asia to warrant such an understanding this plan will benefit him, should induce his local chamber of commerce or board of trade to urge its endorsement upon the post office officials of his country."-Yours etc.

BESOIN Hongkong, 4th July, 1905.

#### JAPANESE GENERAL-DEFENDS STOSSEL'S CONDUCT.

In the course of an interview with a representative of the Jiji, Major-General Toshima, who was in command of the Japanese artillery, is reported to have made the following statements: -On the occasion of the capitulation of Port Arthur I entered the fortress as Chief Commissioner to receive the delivery of the forts, arms, vessels, dockyards, explosives, ammunition stores, etc., and was one of those who were astonished at the abundance of the Russian stores. But at the same time it is a mistake to say that Stoessel did not take the necessary measures for prolonging the defence, and that he surrendered too early. The gan emminition was abundant, it is true but most of it was defective. come of the shells were without fuses, while others could not be charged. There were beaps of 57 min. shells but there were no gues for them. In short Stoessel had not sufficient ammunition for his available guns. The forts were also reduced to their minimum strength: According to the Russian commissioners. "H" fort had to be reconstructed seven times, owing to the damage inflicted by our guntire. The forts at Itszushan, Taiantszusban, Siacantzusban, auf Paivusban, which we, in the belief that they would be found comparatively intact, took as guarantees for the capitulation, had their parapets broken and at least two or three hatteries were destroyed Of the sea-side forts, those on Golden hill Menteusban and Chengtenshan were but little damaged, but no ammunition was found there. because the forts had fired from the beginning of the war both seawards and landwards.

There were, however, indications that the Russians had received a large supply of rifles and rifle ammunition after the outbreak of hostilites. The rifles in sections were lying in heaps and there were also hundreds of thousands of rounds of rifle ammunition. These were untouched. There was also an enormous eters of winter uniforms. It was not, therefore, absolutely impossible for Stoessel 11th inst. to have maintained resistrance for a few months more, despite the scarcity of gun ammunition. But after the occupation by our troops of the forts from Wanglai to Sonshushan. the struggle would have become more bitter and relentless. From a humanitarian point of view, surrendered at the proper time.

["DAILY PERSO" SERVICE.]

THE "KNIAZ POTEMKIN."

London, 5th July. The Kniaz Potemkin has not yet surrendered.

#### PRINCESS ARISUGAWA LAUNCHES "KATORIA"

LONDON, 5th July. Princess Arisugawa launched th now battleship Katori, which has been built, at Barrow, for the Japanese Government:

#### RUSSIAN REVOLTS: SPREADING.

London, 5th July The revolts in Russia are still my things about. I said, those things are mine;

#### CRICKET.

London, 4th July

LONDON, 4th July. In England's second innings the scores were :---

Hayward ... Tyldesley\_not out Denton not out Extras ...

> Total (for 2 wkts.) 169 [REUTER'S SERVICE.]

THE RUSSIAN NAVAL MUTINY.

 London, 3rd July. The Kniaz Potemkin has arrived at Kustenii and asked for provisions. Admiral Kruger's fleet has returned to Sevastopol. At a council of Admirals and Captains held on board the flagship Rostislav it was resolved to ungear the machinery and that officers and men desiring to land should be authorised to do so. The Reservists have been granted two months' leave.

The ironciad Catherine II., which remained at Sevastopol, was disarmed. The crews at Sevastopol state that when the squidron, including the Pobiedonoleitz reached Odessa, the Kniaz Petenkin defiantly refused to obey the signal to rejoin the fleet; after that the Pobledonoisitz mutinied and the squadron returned to

The Roumanian Government has ordered the Knias Potemkin to leave the Port of Kustenji or to surrender, in which latter case the spent years over the work. mutineers will be treated as foreign deserters.

The mutineers are considering the demand. Telegrams from many parts of Russia report a general restlessness and disorder. A generat strike of the workmen and dockers of St. Petersburg has taken place, and work is at a complete standstill; 50,000 troops are concentrated in the city.

### JOUENALISTIC AMOUR PROPRE.

Some while ago we referred to the case at Markyate, Hertfordshire, England, where a Little boy was run over and killed by a motorcar which subsequently turned out to belong to Mr. Hildebrand Harmsworth. At the inquiry account of an interview which a representative of one of the newspapers owned chiefly by bimself and his bro hers is alleged to have had with him, declared that words had been put into his mouth which probably he had never used; and he added, "I am a pressman myself, and I know what they do." On this Mr. J. S. R. Phillips. of the Yorkshire Post, writes protesting against a slander uttered apparently

oath by Mr. Harmsworth. He says:may have to represent himself as a pressman I do not know, but I do know that his assertion of what pressmen ."do" constitutes a gross and unwarranted libel upon an honourable profession. It may or may not be true that the 'pressmen" with whom Mr. Hildebrand Harmsworth associates are as entirely careless of the truth as he suggests; he was speaking on oath, and, so far as his own direct experience goes -remembering cortain carefully descriptive letailed accounts of massacres at Peking Legations—it is not my business to contradict him in that connection; but as a generalisation, applicable to pressuen with whom he ns no association, what he states on oath is a seandalous reflection upon journalism, and could not have come from any person having an atom of respect for the presumable means by which he obtains his daily bread.

As Mr. Phillips goes on to point out, there | The case was adjourned till Friday. are still reputable journals in England, though Mr. Hildebrand Harmsworth and the Daily Mail may not know it. "And," he concludes. "I am confident there are hundreds of men in who would sweep crossings rather than ride in motor-cars and seek to enter Parliament, if for the latter it were necessary to belong to such a profession as, under oath, Mr. Hildebrand Harmsworth represents his profession to be "-Japan Chronicle.

### LATEST STEAMER MOVEMENTS.

The P.M. str. Mongolia, with mails on board. | paper, are as follows :left Kobe on Monday, the 3rd inst., at 7 a.m.,

The P.M. str. China will sail from Yokohama on Thursday, the 6th inst. via Japan ports and Manila, and is due here on the 19th inst. The Indo-China str. Laisang, from Calcutta of, as now, by charges on merchant shipping. and the Straits, left Singapore for this port on

the 4th inst. at 2 p.m. The Boston S.S. Co.'s str. Shawmut arrived at Manila on the 4th inst.

### SUPREME COURT.

Wednesday, 5th July.

IN SUMBARY JURISDICTS N.

BEFORE MR. A. G. WINE (PUISNE JUDGE. "WHAT DOES A CHINNE EDITOR WANT

WITH A DATHROOM P" · Chu Ling Kni, of 19, Jervois Street, journalistic sued Wong Lo Xat and Li Tai Sing, of 33 and 35. Gough Street, journalists, for \$77.50, damages done to some manuscripts of his and to clothing.

Mr. C. E. H. Beavis of Massrs. Wilkinson Carlet) appeared for the plaintiff, and Mr Holborow (of Messrs. Deacon, Looker & Deacon) for the defendants.

Chu Ling Kai, the plaintiff, said-I am journalist, and was employed by Tam Sing Lum This employment was to commence on the 3rd June. I went into the premises of the Sai Kai Kung Yik Po newspaper on that day, and had my goods placed in an unoccupied room. Next day, at about two o'clock, I heard a noise down saw Wong Lo Yat and Li Tal Sing throwing

you should not break them. . Articles were damaged to the extent of \$771.50., Cross-examined-Before I was employed by Tam Sing Lum I was editor of the Cheung Kicok Po. I gave one day's notice. I returned from Japan several years ago, and have been literary man ever since. The place where I put

my baggage was "a room for washing faces." Mr. Holborow Did you know it was the bathroom of the old-pilitor?

His Honony-A Chinaman! Mr. Holborow-Yes.

His Honour-Ahem! Cross-examination continued :-- This room adjoined the editor's room. I did not know

these two rooms were occupied by the two new editors. Tam Sing Lum said they were dismissed. I did not place my buggage there to: "aggravate" these two editors, nor did I stack the goods against the door of their room.

His Honour-Your defence is that the plaintiff was trying to "aggravate" defendants?

Mr. Holborow-Things were put in the bathroom and were damaged by water.

His Honour-I suppose they were angered and went in and kicked them about. Mr. Holborow My case is that this man went there and put his things slap across the doorway, so that it was impossible to get into

His Honour-Then the defendants should have removed them without damage. They had a right to put them out but not to cause unnecessary damage.

Mr. Beavis-Certainly, my Lord. Mr. Holborow But there is also the question of whether the defendants were the persons who damaged the goods. They were placed in

the old editor's bath room. His Honour-What does a Chinese editor want with a bath-room? I expect it was used by the whole family. It was a cubicle, I suppose, about as big as this desk. I do not think the things are worth much.

Mr. Beavis - He is a literary person and has

His Honour-What the defendants did was very natural, and I do not say I should not have done it myself, but that does not say it was

Judgmeht and costs was given for the plaintiff against the first defendant. Judgment was given for the second defendant and costs. The amount of damage done was referred to the

SAM CHOY BRICK, TILE AND TIMBER CO.

t. THE WING WO CO. This was a claim for \$377, being the balance due for goods sold and delivered. Mr. Master

Mr. Harmsworth, confronted with the published appeared for the plaintiffs, and Mr. C. E. H. Beavis for the defendants. Mr. Master said that the plaintiffs had been established in the Colony for a number of years,

and did a large business. They had done an extensive business with the defendant firm. In 1902 a balance was struck of the amount owing to the plaintiffs by the defendants, and it was found to be between nine and ten thousand What title Mr. Hildebrand Harmsworth dollars. Since then various amounts had been paid by the defendants and fresh goods ordered, till now the balance due was the amount

> Mrs Bowis said that the defence was that in payments made in notes, according to the custom of the trade, a certain commission was allowed. The defendants had made payments, but this commission had not been taken into consideration. Altogether payments had been made to the extent of 15,000, and the commission on this amounted to \$300 odd; the balance due to the plaintiffs had been paid into Court. The rate of commission fluctuated according to the exchange rate allowed by the money changer. This custom had been upheld by His Honour.

> > LIGHT DUES.

A political note in the Times of June 5th

Sir W. Holland, the president of the Association of Chambers of Commerce of the United Kingdom, has undertaken to second the resolution relating to light dues on shipping, for which Mr. C. McArthur has precedence at 9 n.m. on Wednesday, the last evening sitting at the disposal of private members this Session. The terms of the motion, which have now been placed upon the House of Commons notice

is expected here next Tuesday, the lighting of the coasts of the United Kingdom is a national duty, for the efficient performance of which full departmental responsibility should be assumed by the State, and the cost defrayed out of moneys provided by Parliament, instead

> The Shipowners' Parliamentary Committee are issuing an urgent whip in support of the motion, and in shipping and commercial circles an interesting debate is anticipated.

#### MANILA OPINION OF CHINESE EXCLUSION ACT.

The Cablenews has the following outspoken

criticism of American policy:--The cables flash too news that President Roosevelt insists that the few Chinese privileged to land on our shores, be treated with the same courtesy as shown to the people of other nations. To think that such an order should have been necessary: How humilinting, how degrading!

It is time that this little sop was thrown to them, though it will take more than sons to pacify the Chinese when once they are accused. It is time rather the disgraceful legislation regarding the exclusion of the Chinese is wined off our statute books. It has been one of the greatest disgraces of our ever-loose legislation.

It was the work of the carly settlers of Cali. fornia, men who worked with their hands, and fest that every other hand might plack golden treasure from their grasp. It was a piece of vicious class legislation, and to-day works injury to the Pacific Coast even more than to the rest of the country, for now the American does not want to work with his hands, and the broad acres want to be tilled.

There is no argument used against the admission of the Chinese which would not apply to the law-class Frenchiemigrant from Canada, below, and went to see what was the matter. I and the the low-class Enropean emigrant of

The French Canadian comes to a New England factory town with a dozen or sixteen children. They all work, father, mother, except for a few days each year when the acrual taby arrives; all the children over ten years by stating their ages as fourteen. They live in one room and take boarders. The ent raw park and other cheap food. They pay no taxes and in two or three years the combined savings of the family are sufficient to buy a home in Canada. and back they go.

One has only to recall how many epidemics like grip and the spotted fever (Cerebro Spinal Moningitis), now ravaging not in America alone but in Europe as well, have come from their lands, to know what a menace these people are to public health, and what criminal charges

they may become to the State. The low-class Chinaman is dirty, immoral, and he takes his money back to China, but he has brain power, and his nation is the coming commercial power of the world. The Chinaman can imitate and if he has standards of cleanliness and morality enforced upon him, he can attain to them, when he sees it is for his pocket interest. There should be restriction, stringent restric-

tion of immigration, but exclusion, no. It is false to the principles of our national life, and has been too long a reproach to us. That the Chinese should need to practice the principle of retaliation is deplorable, but that they should learn that principle from us is a

humiliation to every right-thinking American. The United States can not go on stopping absent-mindedly, stapping on every other nation's toes, and then expect them to rush forward to buy its product.

We need Chinese in the Philippines. We should not throw open the gatesto indiscriminate Chinese immigrations, but admit labourers, artizans and house servants. The labourers and artizans should come for not over 10 years, and should be so registered and controlled by law that they would not be permitted to depart from the line of work for which they were admitted. No incoming Chinese should be allowed to go into business. We want here working men, not merchauts.

#### JAPAN'S AGRICULTURAL COLLEGE.

In the Westminster Review Mr. Hubert Reade doubts if any English colony can show an institute for teaching agriculture comparable with that of Sappore, the capital of Hokkaide, Japan's greatest colonial dependency.

The story of Sapporo proves the nature of the Yellow Peril. That peril is real, but it lies either in Japanese ambition her in any fabled coalition between the Japanese and Chinese races It lies in Japanese thoroughness and love of work. Japanese and Chinese virtues. not their vices, are the danger which threatens our Western civilisation. The Sapporo Institute has around it an estate

of 6,000 acres, with much land elsewhere. From these it draws most of its revenues: The professors were originally Americans.

but have now been replaced by Japanese trained at the Institute. The length of the course of studies has been fixed at four years, with a vacation of two and a half months per annum. The fees are about nine yen or eighteen shillings per session of three months, payable in advance. Discipling is maintained chiefly by expulsion in case of idleness. A preparatory

school, a practical agricultural school, an engineering and a forestry school are attached to the Institute. In the two first the course is of two years; the Civil Engineering diploma can be won in three, as can that of the Forestry School The object held in view at Sapporo is notouly to train a staff for the Japaness Board of Agriculture, but to educate managers of farms,

sugar refineries, distilleries, and the like, and also to build up a competent forestry depart-The course in the preparatory school, which the pupils enter at 17 years old, is a two years'

During the first year the scholar studies English, modern history, algebra, trigonometry mechanics, acoustics, heat, inorganic chemistry, free hand and geometrical drawing, and drill. Instruction in Chinese furnishes a link with the past of Japan. Lessons in ethics remind as that we have to do with a non-Christian land.

German, analytic geometry, and the calculus are reached in the second year, tegether with surveying, the morph logy and classification of phanerogams, mineralogy, geology, optics, magnetism, electricity, and organic chemistry. students going on to the three year' higher course have a formidable syllabus before them: They devote much time to natural science, cultivation, soils, and the means of improving them, and agriculture. Meteorology, the theory of agricultural machinery, zootechny, political economy and furm management, veter nary science, the maladies of plants, entomology so far as it concerns noxious insects, horticulture,

and monures are, also studied, Espporo gives huge doses of theory, but it remembers practice:

During those three years practical instruction, beginning from the first year, is given in the -management of horses and oxen, in using agricultural instruments and machines, growing crops and vegetables rearing and tending fruit trees, preparing maunic, and making tools. Most of these subjects are continued in the

second year, when the student also learns how That, in the opinion of this House, the to rear silkworms, clear and drain land, prepare flax and hemp, milk cows, and make maple In the third year he is also taught to prepare

> cheese, condensed milk, hams, sait meats, oils, bread, and starch, dry fruits, and vegetables, ferment alcohol, and make soy and vinegar. Gymnastics, on the German system, and military drill, form also leading features in the student's work. In a word, nothing is left to

THE STRANDING OF THE "TRAVANCORE."

CAPTAIN'S ALLEGED INCOMPETENCE.

A Marine court of inquiry into the stranding of the sailing ship Trananeore at Fo Kai Point on the 1st ult. and into the charges of incompetonce preferred by the grew against Captain W. G. Chamberlin, master of the said ship, was hold at the Harbour Office yesterday. The following gentlemen composed the court: Henr Capt. L. A. W. Barnes Lawrence, R.N. (Piresident), Lt. Charles K. McCallum, R.N., H.M.S. Tamar, Captain H. Pybus, S.S. Empress of Japan, Captain St. John George, s.s. Maryuaria, and Captain W. Robb, a s. Taiping.

Mg? C. D. Wilkinson of Messes. Wilkinson. and Grist) appeared for the master of the Travancore, and Mr. J. Bayes (of Messrs. Johnson, Stokes and Master), appeared on behalf of the owners of the vessal.

The President stated that the court had been formed in the first instance in view of a letter received from a man samed C. Mitchell, representing the crew of the ship. He wrote: "As to why we should like an inquiry to be held in the stranding of our ship, is mostly on the neglect of our master and the officer to do anything towards the saving of the ship, and the handling of the ship before stranding and leav-

Transnore, was the first witness. He statedo'clock a.m. at the time the vessel went ashere. The wind was about E. S. E., and land was in sight since daylight on the port bow and beam. On the previous night the weather was thick | and rainy, and there was no land in sight. Tho

land sighted next day was about six miles off. I do not know what land it was, as I had no so the next witness was called. access to the tharts. I was in sole charge of eaptain came on deck he ordered the bell to be pilot on the last tug left us about 1 p.m. ship aid not tack there wouldn't be room to sail we were on the port tack. At 3 a.m. wearher round. He came on deck about five put her on the starboard tack as minutes later to get the ship round. Every- wind was E. by S. She was kent

making water. me, a junior officer, to issue such orders.

by my seniors to give such orders.

parallel to it. I called the men away from the reference to any of the orders I gave-

nuxiety, and the captain stated that he to within half a point.

we stranded from four to five miles off. eventually sighted the Wagglan light. This we lost sight of about midnight. When I saw it at a quarter to twelve it appeared to be about 20 miles. We were then on the starboard tack, and continued on the same till the time we went ashore. I sailed about seven points in the wind and was close bauled. We were making for the Bashee channel. After seeing the Waggian light I went below, leaving the mate in charge of the middle watch. On the course we were steering. I did not expect to make land before daylight in the morning.

The President-You expected to see land at daylight, and wished to be called on land being sighted, and yet you did not go on deck until about 7 o'clock.

Witness continued-On the morning of the 1st June everything was got right to go about. The land in sight I recognised as being . Kni Point. It was then eight o'clock and I sent the men to breakfast. We afterwards tried to go about, but the vessel missed stays. considered then she was four or five miles the land. On missing I put the holm hard up There was a strong tide running is lowards the point at the time. The vessel awang with her bow on to the beach. I ordered sails to be clowed up and the stream anchor to be got out. A signal of distress was then heisted, and Chinese launch, the Liking, arrived. I made a bargain with the master to tow the ship off, and to take the boat's crew to Hongkeng, there to obtain assistance. After striking the rock I sent a crew to Hongkong in one of the lifeboats for assistance. The boat started under sail and oars, under which conditions I expected the would take 24 hours to Wach her destination. The Liking attempted to tow us off, but was unsuccessful. The rocks were on our port side, and we were swing in on them before we got the auchors out. About three o'clock in the afternoon; I ordered the men to furl the sail, but they did not cars.

about doing this as they thought the masts ing port; also the way the moster acted when -would-topple down; the ship at the time the ship strauded, and while she was on the was bumping. There was, in my opinion, justification for their refusal to go aloft . Harold B. Metelfe, second rofficer of the When it got dusk I ordered the lifeboats to be got ready, and when they were hunched the I was officer of the watch from four to eight ship was bumping so violently that I told the crew to got into the boats. I was in charge of one, and the chief flicer in charge of another.

The case was adjourned at this stage until after the tiffin hour, when Mr. Wilkinson informed the Court that Captain Chamberlin had fallen ill, and had to be removed to Hespital,

J. T. Roberts, chief officer of the Travancore during the night. the watch up till the time the master came | sworn, stated-We left Hongkong shout 6.36 on dack, when he took charge. After the a.m. on the morning of the 31st May. The struck about ton minutes Cearlier, and on the set the topsairs before dinner, and after dinner drew coming out he sent them to broakfast, as | we got anchors secured and set all sail. Behe afterwards intended to put the ship about. tween seven and eight in the middle watch the Biedovy was taken to Saseho. On the Bist The vesselwas travelling about 24 knots. We Captain came on deck and asked me why 1 were on the starboard tack and carrying all set the mainstil and the top gallants; I set sails except the royals. The watch on deck | them on account of the scarcity of wind. We would have been enough to put the ship round can set sails without first consulting the capif necessary. During the period I was in charge, tain. When I left the deck at 8 o'clock the the ship was sagging down on the land, and as the Wagglan light was in sight. I did not I was getting anxious I went and told the return to the deck until midnight, and as it captain. He replied that he would be up in a was then all plain sailing, I did not communfew mantes. About ton minutes later I went | icate with the captain, neither did he come to down again and told the captain that if the deck. When the turs left us and we made thing, was done to wear hor, but she refused the starboard tack until four o'clock stays. I previously gave the order to swing | when I was relieved by the second mate. About out the two life boats when the ship was this time the captain came on deck and about 50 yards from the rock. These were informed him that the vessel was on the sufficient to carry all the crew. It took from starboard tack and steering N.N.E. About

four to five minutes to get the life boats off the 7.40 on the 1st June I was told by the second davits. The captain was on the bridge when I officer to hurry up and come on deck. On going gave this order. The boats were only lowered up I found the men at their places and that they a short distance, and the rowlocks, etc., were got | had tried to put the ship about, but she missed ready for use. I ordered the carpenter to stays. Then the main crossjack yards were sound the well, and found that the ship was squared, and an attempt was made to wear the ship. I was standing by ready to square the To the President-It was not unusual for foreyards to ship about clear when I heard an Seniavin. Apralsin, and Orel, and the cruiser no fault of the signatories, to preserve peace, order given to lower the boats. This was before Izumrud were steaming for Vladivostock, the remedy should be sought in future in enlarg-Questioned by Mitchell, the crew's representa- the vessel struck. After the ship struck the tive, witness said-I could not say whether the captain gave the order to clear the sails up. Captain was under the influence of liquor or | The gig was sent in charge of the second sober when we left Hongkong. When he came officer and four men to Hongkong for assistance on account of the scarcity of ammunition, the on deck at 7.10 a.m. on the morning of the 1st | about 10 a.m. We then laid out a kedge on ultime, he asked me what he had been doing the starboard quarter with 5" hawser, and tried the night before. I gave the orders to lower to haul off by this means. Not being successful the boats, because there was no attempt made a proposal went round to take to the boats for the night, and it was agreed to by the captain. To the Court-There was no lead hove in my We then went in the two tugbests and lay off watch. The anchors were ready, but no orders | the ship until about 2 d.m. of the 2nd June. were given to "let go" at the time. When I During the afternoon of the 1st June a launch first sighted the land the ship was running came alongside and tried to tow us off, but it was of no use. I sounded and found the forebraces to get the boats out without consulting | poak had eight feet of water, but the ship was the chief officer. After the ship struck the not making much. On the 2nd a Chinose captain gave orders to "clew up." I did not revenue cutter the Liking anohered and stood be taken. consult the captain or the chief officer with by us. Order was given to set the sail on the mizen, but the men refused to do so by reason To seaman, Mitchell-The course made by of the ship being driven further on shore. This the ship from six to eight o'clock by the occurred a out 8 pm, when the men came aft and standard compass, dead reckoning, was N.E. said it was time to leave the ship. The mate To Mr. Wilkinson-I called the captain in the two lifeboats to the Liking and I remained

said, all right you can go. The men then went because there was land in sight at a distance | with the master. At 9.15 x heavy squall struck the of about six miles. At that time I felt no | vessel from the westward and heavy rain. This caused the ship to move her bows which were would shortly put the vessel about. We were paid off by reason of the sail set on the foremast, travelling at a speed of from two to three knots. and had sail been set as ordered on the after-During the last hour the wind continued steady | masts the vessel would have gone clear. As it was she glided forward, but got hung up by the To Mr. Hayes-I could see the rocks on which sternpost, and her bows swinging roan ., she became again stranded. The men were ordered W. C. Chamberlin, master of the Travaire to make sail in the mizzen, which this time core, deposed—On the morning of the 31st | they did, and shortly afterwards the ves el. May we left Hongkong bound for Los Angeles, began to bump very heavily. The men then on the coast of British Columbia. We were left the ship and I accompanied them, but the in ballastrand were towed out by three launches. | master refused to leave and remained on the poop. About 3.30 in the afternoon the tugs cast off | About 6 a.m. the master stepped into the first and we were able to make sail. The wind was boat that came alongside and went to the any longer, Admiral Nebogatoff and other officers variable. We set what sail was required and Liking, we laid off the ship and about 7 a.m. on the understanding that they would be allowed sighted the Robert Cooke. She came to our to return to Russia on parole when the sanction a sistance, bringing the second officer and crow | of the Tsar, permitting them to do so, has been back from Hongkong. Hawsers of 45" wire received. about W. by S. The light was showing for were then passed from the starboard bow of the Travancore to the Robert Cooke. As soon as the hawsers were made fast the crew again

left the ship in the two boats without permission, find the master and I alone remained on board. The Robert Cooke then commenced to go shead, and on the 3rd ultimo the vessel was cleared. After a consultation between Mr. Mar in, first mate of the Robert Cooke, and our captain, it was decided to continue the toware of the Travancore to Hongkoug provided the men could keep the water down by pumping. We were towed into Harlem Bay, where we anchored

Witness-I did not give any orders to be | in four fathers of water. When the ship was pumped she was towed to Hongkong.

To the Court-It took some three minutes to get the anchors clear for letting go. The ship's log was lost during the second time the boats left the ship. The crew are principally English and Irish. I had nothing to drink before leaving Hongkong. We were corrying stone and sand ballast. I cannot say that I have ever seen the master under the influence of drink. The rocks seemed to be about three fourths of a foot distant when

we missed stays, I received no orders from the second officer when I relieved him at midnight. I have been first officer in the shi with the present captain since 23rd November of last year.

The inquiry will be continued on Friday.

#### ADMIRAL ROZHDESTVENSKY REPORT TO THE TSAR.

رسم مستك سنهسهم يبسيريكسم الراسم

INTERESTING STATEMENT. The following bullet n has been published by the Naval Staff of the Imperial Heatquarters: Admiral Rozhdestvensky, after he was taken in charge by the Imperal Fleet, applied to Admiral Togo and obtained permission to send the following telegram to his Majesty the

"H.M. the Tsar, Tsarskoe Selo. "At 13 o'clock on the afternoon of 27th May, opened the fighting against the main force of on lines of studied and extreme moderationthe Japanese fleet, consisting of 12 ships, and lines anded, so moderate that one is more than their cruiser squadron consisting of not-less over at a less to understand why Russia did no han 12 ships, on the sea between the south end jump at the opportunity of at I ast consolidatof Tsushing and the mainland of Japan. At Jung her position in Manchuria before disclosing half-past two, the Suvaroff was compelled to by her overbearing and irreconcilable attitude leave the central position. " At half-past three | the unmeasured lengths of her ulterior ambi-I and a portion of my Staff, while we were tions. The humanity and self-control displayed unconscious, were removed on board the Buing. by the Japanese and their Government during There we found a portion of the crew of the the war, to which a well-des rved tribute has Osliabya, which was sunk, already abound the been rendered by Sir Edward Grey, have so

"The Buing was isolated from the squadron opinion in this country as to the maintenance

into the Groski,' On the evening of the 28th I know that the Biedovy had surrendered to two Jaranese destroyers. On the 30th the I was informed that Nebogatoff was at Saseho. . " ROZHDESTVENSKY."

" Aide-de-Camp to his Imperial Majesty." The Tear replied in the following telegram to Admiral Rozhdestvensky, through the French Minister in Tokyo. The telegram was dated June 9th in the afternoon. M. Harmand, the French Minister, delivered the message with the following note to Admiral Rozhdestvensky:-" I have just received the enclosed Imperial telegram, which is herewith handed to your Excellency." The telegram reads :--

" Admiral ROZHDESTVENSKY. We deeply appreciate the services of von and the whole of the men of the squadron; who staked your lives in the fighting and faithfully discharged your duties to Russia and Oursell God did not enable you to crown your efforts with a glorious\_victory, but Russia will always be proud of your valour, which will be remembered for ever. We wish your speedy recovery from the wound. God will console you.

" Soon after he was taken in charge of by the Japoneso Fleet, Admiral Nebogatoff obtained Admiral Togo's permission and dispatched the following telegram to H.M. the Tsar :-

"H.M. the Tsar, St. Petersburg. "I respectfully bog to address your Majesty. On the 28th, after severe fighting during the wisen they were surrounded by 27 Japanese warships (exclusive of torpedo-boats). We were in a position in which it was absolutely impossible to resist the enemy's squadron, damage to our guns, and the loss of all fighting capacity in the Orel. It was not only useless to further sacrifice the lives of 2,400 men, yet we had to contemplate during so if we resisted. under the circumstances. Therefore the four ships, with the exception of the Izumrhd, which were compelled to surrender, upon conditions that all the officers would be allowed to retain their swords and that endeavours would be made to induce the Japanese Government to allow the officers to return home on parole. The conditions have been generously opproved by his Imperial Japanese Majesty. I ask the instructions of your Majesty as the course to

The officers killed in the fighting are Lieutovant Baron Mirboff, Sub-Lieutenant Subinsky, and 6 men, and the wounded are 5 officers (including the captains of the Orcl and Nicolai L and 22 men, exclusive of other officers and men of the Orel\_

" NEBOGATOFF. On June 12th Admiral Rozhdostvensky addressed the following telegram to H.M. the attempts to disturb the status quo or to under-Tear through Admiral Togo :-

" H.M. the Tear. "A few hours before the receipt of the Imperial telegram, I received the news of the surrender of my battleships Orel, Nicolai 1 Seniavin, and Apraksin on the 28th, and I was grieved at the news of this calamity. L believe the responsibility for this devolves entirely upon myself, and I earnestly ask for the Imperial indulgence for those in a sad position.

"Rozhdestvensky

No answers have been received from H.M. the Tsar to the second telegram of Admiral Rozhdestvensky or to the telegram of Admiral Nebogatoff. Admiral Nebogatoff and other officers who surrendered do not wish to return on parole. It being inconvenient to both parties that they should be left in the care of the Navy

The Hongkong Observatory yesterday issued the following roport:-

falleg over E. Japan, and risen over China-and Pressure is lowest over N.E. Japan.

highest over the Pacific to the E. of

Gradients are slight and moderate S.E. and S. winds may be expected in the Formosa Channel and N. part of the China Sea. Forecast:-S. winds, light to moderate: fair.

THE "TIMES" AND THE

ANGLO-JAPANESE ALLIANCE. The Times of June 5th says : - In the interval which has clapsed since, more than four months ago we first proved upon too British public. and specially upon the responsible statesmen of the Opposition, the question of the progressive development of our relations with Japan, its importance has come to be more and more widely appreciated both in this country and in Japan. The chief spokesmen of the Liberal party have in turn publicly recognized the calus of the Angle-Japanese Agreement of 19.2 as the logical outcome of that community; of interests between Great Britain and Japan which Lord Rosebery's statesmanlike instinct had discorned as far back as 1895, when he refused to make this country a party to the opercion of Japan after the Treaty of Shimonosoki, and which the subsequent course of events in the Far East had repeatedly and conspicuously demonstrated That the Anglo Japaneso alliance had localized the present ecutingration and averted the danger of a world-wide war is now almost universall; admitted, and the only argument left to its opposients is that it failed to prevent the outbreak of hostili ies. . The responsibility for that failure does not, however, he with those who fram-d the alliance. The event has morely shown that no efforts of state-man-hip coul arrest the headlong course of the adventurous foregs to which the Tsar's Government had given free rein in Asia. It was, on the o her hand largely un or a sense of what was due to the alliance that the Japanese Government framed the proposa's made at St. Petersburg for a diplomatic settlement of the questions at issue

profoundly deepared the impression created by "The command of the squadron fell upon their magnificent courage and national effici ney. that there is no v no substantial divergence of and renewal of the alliance. As L rd Lansdowns "On the following morning we met the pointedly declared on Thurst y last, the only Donshoi which was accompanied by two practical question for consideration is whether destroyers, and the crew of the Osliabya was | means should not be sought to strongthen and transferred to the Donskoi I was removed | consolidate the alliance. The importance and significance of that d claration are heightened by the fact that, within the very next twentyfour hours, zir Henry Campbell-Bannerman took an opportunity to turn aside for a moment from the narrower issues of party polemics in inutual defence, and on kindred ideals of order to acknowledge the services of the late patriotism, progress, and freedom. Lord S disbury and of his successor at the Form eign Office and to declare that "any Liberal Government would follow out faithfully and zealously the line of policy which Lord Linsdowne had assumed." Those who believe with us that in the direction indicated by the Secretary of State for Foreign Affairs ies one of the surest guarantees for the advancement of peace and civilization throughout

the world will welcome with ungrudging satisfaction the patriotic attitude adopted in this matter by the leaders of the Opposition. for it can only strongthen the bands of His Majesty's Government in their negotiations with our allies by confirming the confidence of the Japanese Government and nation in the steadfastness of British friendship and the

If the leading newspapers of Japan reflect, as

we believe they do, the views of influential

Japanese circles, there can be little doubt as to

the s-nse in which our allies approach the

con inuity of British policy.

question. Our readers will remember the cordiality with which the first reference we made to the expediency of a renewal of the Any o-Japanese alliance on un even broader basi, than the agreement of 1902 was greeted in Tokyo. The alliance, it was held, had been ourstruct d on both sides in the hope not of war but previous night, the battleships Nicolar I, tof peace, and in so far as it had failed, though ing its scope and broadeding its foundations. We are convinced that these are wise counsels and that the maintenance of the future peace of Asia can be given no stronger bulwark than a solid alliance between Great. Britain and Japan for mutually defensive support in Asia, on lines approximating more or less closely to those of the Austro German and Franco. Russian treaties in Europe. Japan is rightly determined that the present war shall result in a lasting peace, and not in a more truce taking advantage of her high speed escaped, to be used by her antagonist for the purpose of preparing a revanche or of organizing some new coalition against her as in 1891 The interests of Great Britain equally demand that a permanent barrier shall be opposed to the aggressive forces which are gradually transforming her position in Asia from that of an insular into that of a Continental Power. No

combination of material forces could be more effective for both purposes than that which would be at the command on sea and on land. of au Arglo-Japanese alliance. It is not, however, necessar to the two contracting Powers alone that the allia co would afford an invaluable guarantee for the preservation of their possessions and the protection of their interests in Asia. Inasmuch as would be directed sololy against any further mine the freedom of commercial intercourse is which all nations claim to be interested, we see no reason why it should provoke the antagonism or suspicions of other Powers. To the Chinese Empire it would give security against encreachment from without, and afford breathing time for the work of internal reformation of which the Chinese themselves must soon r or later recognize the need. It would preserve the "open door" which the United States have proclaimed to be a vitil American interest. It would, in fact, be essentially a defensive pact to which all other Powers actuated by similar purpo es could adhere, and it might thus become the nucleus of a pacific lengue which would arrest the dangerous development of international rivalries in Asia and ultimately

The moment is, we believe, ripe for such a step. The cordistity of our relation with France ... Mr. Trotter, Board of Trade Inspector, on enables us to take her freely and frankly into this subject says: "Without wishing to make our confidence. Our French neighbours are light of the effect of electric shocks of 500 beginning to understand that if the Dual vo.ts, or to underrate the importance of secur-Alliance has, failed to fulfil their expectations ling the confidence as well as the safety of the it is because Russia was unfortunately tempted public, it should be observed that the electrical to turn it to account mainly for the furtherance pressure of 500 volts has been deliberately of her adventurous policy in Asia. The com- chosen because the results of shocks, due to mon and legitimate interests of both France light or brief contact with a charged wire, are seriously jeopardized, and when the hour of often receive them, generally through careless-On the 5th at 11.47 a m. The barometer las requallement comes, as it must sooner or latter ness. The injury produced by such a shock come in St. Petersburg, this aspect of the may generally be estimated by the resulting situation ereated by the war will be recognized, burns; shocks due to higher pressures are will realize also that an Angle Japanese 500 to 550; Sengapore Free Press.

stay the growth of the heavy, burden of

armaments which such rivalries inevitably

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Hongkong, 3rd July, 1905 Alliance need constitute no menace to those interests, but that, on the contrary, her own adhesion to is principles would best enable her to resume speedily and offectively her proper position in Europe. As for the cry of the Yellow Peril," we are confident that in this country, at any rate, it will be raised in vain. though echoes of it may still reach us from the Continent, where it is prompted in some quarters. as in France, by an unreasoning if excusable prejudice against the victorious foot of the nation amie et alliée, and in others perhaps, as in Germany, by the suggestions of a quilty conscience which remembers that, if Russia is toaping the whirlwind in Mancharia, it was German aggression at Kinochau that first sowed the wind. We certainly have no wish to institute at the present moment comparisons between the two belligerents which would aid bitterness to the cup of Russia's humiliation. All that we need-say is that, judged by every standard of modern civilization and by every principle which underlies one professions of Christianity, Japan in peace and in war has stood triumphautly-the most severe tests by which the highest qualities of a great nation can be tried. If the Japanese have learned much from the West, let usacknowledge also that they have set-us-in reinrn anexample of high endeavour and strenuous days ion to duty which we may well study with advantage to ourselves. Japan has proved up to the hilt her right to be trated on a footing of absolute equality by the nations of the world; and, if in the last resort she enforced that right by blood and iron, let us remember that she has done so only under the extreme pressure of Western aggression. We can conceive no surer way of averting the danger of racial antagonism, if it in reality exists, than ar alliance between the Island Empires of the West and of the East based on a community of penceful interests, on joint responsibilities of

#### THE CHINESE AMERICAN BOYCOTT

A poet in the Singtporer Press has the following pro-Chinese werses:--Though you airily sing of the Boycott, (And doubtless twill all end in smoke) Making light of the Chinaman's trouble And treating the same as a joke : Methinks on the whole there is really Sound sense in the Chinam in's view.

And that some day the tolerent Briton. May pick up the Chinamau's cae. No matter what country you mention Wherein trade restrictions are made The Yank leaves it furlongs behind him Regarding restrictions to trade.

With a selfishness passing alktelling, And a graspingness none can surpass, The Eagle that's turned to a Vulture Stands quite in a separate class. Let me quote vou a solit'ry instance. Let us turn to the Philippines-how

We growled in the past at the Spaniards. Then-look at the Philippines work." Try and ship any thing to Mauila, And, in view of the newly mad + rules You'll pity the poor old Spiniards, As quite elementary fools. Declaration upon declaration

You must solemnly swear to and make. While your head swims with white forms and blue forms

And doubts as to which one to take: While the Doctors and Consuls surround you "Till, at last, in despair you append Your perjured name to the foot of Forty papers you can't comprehend.

Though you airily sing of the boycott, I, for one, with a whole-hearted zeal. Wish success to the Chinaman's efforts, Whereunto I hereby set seal. May the day soon arrive when the boycott Assumes a quite general type: For badly the Yank needs teaching,

And surely the time is ripe.

CASUALTIES NOT UNWELCOME.

The following note, referring to the Londonmarine insurance market, is from the Times :--Underwriters generally complain of the almost unprecedented dearth of business more especially of business in which a reasonable profit can be seen. With the great and continuous fall in the values and premiums on hall insurancesalmost every fleet which comes forward sets up a new "lowest on record" for itself-belief i. the policy of standing aside is spreading. It is difficult to see where any improvement is to come from, at least for a year or two. Shipbuilders, auxious to get work for their yards, are building good new cargo stemmers at very low prices and shipowners, with the inducement of cheap building before them, are adding to the word's superfluity of steam tonuage. Until the demand for the services of shipping shows some signs of catching up with the almost appalling supply, values must fall and freights be unprofitable. Marine insurance must continue to suffer with the industry of which itforms part. A few beavy losses at sea may stiffen the market here a little, and for this reason the casualties of the past week are not THE WOLCOME.

ELECTRIC SHOCKS ON TRAMWAYS. Blake Pier by Rickeha or Electric Tram.

and Lineia in Europa have thereby been not serious. The employees on trammay works

we have no doubt, on the banks of the Neva accompanied by injuries to the nervous system. as fully as it already is on the banks of the A passenger on an electric tramway should not Seine. Whenever Russia realizes that her true | be in more danger of receiving an electric shock interests as a great European Power require the than a passenger on a railway is in danger of modification of Asiatic ambitions of which the being scalded. It may be added to this that the vastness has outrun her present strongth. the voltage on the Singapor - trainways will be from



# MARK.

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	Bottles.	Bottles. 4	bottles
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ST. JULIEN	8 00	9.00	12.00
ST. ESTERHE	10.50	11.50	14.50
Cos Sr. MICHEL	12.50	13.50	16.50
CH. LEOVILLE	13.00	14.00	17.00
Си. LAROSE	13.00	14.00	17.00
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CALIFORNIA	\$4.75	<b>\$</b> 5.75	\$8.75
ZINFANDEL ;	5.75	6.75	9.75
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Hongkong, 9th June, 1905.

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A. Caters for Ship and Engine Repairing. The Works may be reached in 10 minutes from Launches will call alongside vessels in the harbour flying the Call Flag E. elephone 142. --Hongkong, 2nd January, 1905.

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Latest American Methods. Resonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the General Post Office and opposite to the side entrance to the Hongkong Hotel) Hongkong, 5th 1905,

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#### ADVERTISEMENTS

COMPRADORE WANTED.

ATANTED a COMPRADORE by an European firm doing piece goods and general business. Must furnish security for Apply by letter to-

Care of Daily Press Office. Hongkong, 6th July, 1905.

WANTED.

NURNISHED HOUSE in MACAO for one month. Must be near the Seashore. State price and situation to-

Care of Daily Press Office. Hongkong, 6th July, 1905.

WATE have this day authorised Mr. CARL ROBERT LENZMANN to sig our firm from this date. CARLOWITZ & CO. Hongkong, 6th July 1:10 5 TO LET.

TOUSES Nos. 47, 49, 49 & 50, ELGIN ROAD, KOWLOON; Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplace, Gas Fittings, &c.; entirely European style. Rental very moderate. Possession lat August, 1905. Apply to-CHINA MERCHANTS 8 N. CO.,

5 & 16. Praya West, Hongkong. Hongkong, 6th July, 1905. NOTICE.

LL PERSONS having Claims against Mr. JAMES R. SYMINGTON, Civil Engineer, are requested to send same in writing to his Attorney. WILLIAM JAMES HORDS, c/o the undersigned, when they will be promptly lignidated. Unless such claims are sent in prior to the

31st July, 1905, no notice will be taken of them and they will not be recognised. 8. Des Voux Road Central, Selicitors for the said Mr. WILLIAM JAMES Honns, Attorney for the said JAMES R.

SYMINGTON. Dated the 5th day of June, 1905;

# NAVY CONTRACT

FILENDERS are invited for the supply of LABOUR and JUNKS in connection with the COALING of H.M. FLEET, &c., at Hongkong, for a period of 12 months from the let August, 1905. Forms of tender can be obtained on applica-

tion to the NAVAL STORE OFFICER H.M. NAVAL YARD, Hongkong, and should be returned not later than Noon on 19th July, I decreasing to 10 feet on its Southern side. The Hongkong, 6th July, 1905.

RUBLIC AUCTION.

FIHE Undersigned has received instructions to sell by Public Auction On SATURD Y, the 8th day of Juny, 1905, at 2.30 P.M., at his Approved, SALES ROOMS, Queen's Road,

SUNDEY HOUSEHOLD and OFFICE FURNITURE, BLACKWOOD TABLES and STANDS, CROCKERY, GLASS and PLATED WARE: ROLLTOP OFFICE DESKS. WRITING

TABLES, COPYING PRESS and STAND. ADLER'S TYPEWRITER, 20 PAIRS TELEPHONES and CORDS, PIANO,

TERMS OF SALE :—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 6th July, 1905. PORTLAND AND ASIATIC STEAM-SHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "NICOMEDIA," FROM PORTLAND (OR.), YOKOHAMA, KOBE, AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in M. MUMEYA. JAPANESE ARTIST. any case whatever.

ALLAN CAMERON. General Agent. Hongkong, 5th July, 1905.

DUINART PERE & FILS. REIMI. Established 1719.

CHAMPAGNE GROWERS AND SHIPPERS. Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CC. Solo A gents. Hongkong, 17th May, 1905.

CARTRIDGES.

IMPORTED EVERY MONTH, THERE. FORE ALWAYS FRESH

DILEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE. and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety. WM. SCHMIDT & CO.

Hongkong 28th November, 1902. SIEN TING.

SURGEON DENTIST. No. 10, DAGUILAR STREET

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st March, 1903.

INTIMATIONS.

TUITION. ESSONS given in English.

P. O. BOX 335, 113 Hongkong, 4th July, 1905. ---- [1594

TYPEWRITERS CLEANED and RE PAIRED by a First-class Mechanic. Apply....

T. C. SWABY, 4, Queen's Rond Control." Hongkoug, 4th July, 1905. HONGKONG JOCKEY CLUB.

NOTICE. MEMBERS wishing to subscribe NI SUBSCRIPTION GRIFFINS for the next RACES will oblige by at once sending in their names to the undersigned. T. F. HOUGH,

JUST UNPACKED.

Hongkong, 1st July, 1905.

Clerk of the Course.

CONSIGNMENT of the well known PLASMO V BISCUITS. They contain 20 per cent, of PLASMON and are more easily digested and afford greater nour shment and sustenance than any other. PLASMON raises the actual flesh forming value of food to a high and trustworthy degree. They are made in four varieties :-Sweep, Plain (unswestened), Whole-meal.

and CELERY. H. RUTTONJEE. Hongkong and Kowlean. Hongkong, 4th July, 1905. STENOGRAPHY-AND TYPEWRITING

T. C. SWABY TEGS to announce that he has opened an

Office at 4, Queen's Road Central (lat Floor), where he will be prepared to undertake, SHORTHAND and TYPEWRITING work All work-will-be executed promptly at Moderate Charges.

A Class for instruction in PITMAN'S SHORTHAND will be held daily (except buturdays and Sundays): fee \$10 per month Individual Tuition by arrangement. Telephone:—No. 454.

Hongkong, 1st July, 19:5. CANTON DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 75. JOHNSON, STOKES & MASTER, Iron, Wooden and Taishok Burriers, widening of Channels through,

> INTOTICE IS HEREBY GIVEN that the Channels through the Iron and Wooden Barriers in Collinson Reach and Taishek Barrier in Blenheim Passage, bave been widened and deepened as follows: -IRON BARRIER, 420 feet of the Central Section of its Northern and have by . "emoved. leaving a passage of 570 feet in depth of 16 feet at low water of S. WOODEN (OR BRIDGE) L BRIER

The entire barrier has been removed and all

obstructions cleared to a depth of 16 feet at low water of Spring Tides. TAISHEK BARRIER. The possage through this barrier has been widened to 400 feet with a depth at low water of Spring Tires of 12 feet on its Northern side, gradually Northern side of the Channel is marked by two beacons each bearing a Red Shape and showing a Red Light by Night; and the Southern side by a Black Conical busy surmounted by a Green

Light at Night J. HOWELL MAY Harbour Master.

J. MAYERS. Acting Commissioner of Customs. Custom House. Canton, lat July, 1905.

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AUCTION

PUBLIC AUCTION.

TAM ESSRS. HUGHES and HOUGH have received instruct one to sell by Public Auction

On FRIDAY. the 21st day of July, 1905, at 3 P.M. at their SALES-ROOMS, the following VALUABLE LEASEHOLD PROPERTY situate at MOUNT KELLETT in the Colony of Hongkong, viz :--1. All that piece or parcel of ground being

portion of the piece or parcel of ground situate at Mount Kellett uforesaid registered in the Land Office as Rural Building Lot No. 76 abutting on the North Side thereof on a portion of the said Rural Building Lot No. 76 described on the Sale Plan thereof as Lot No. 2and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 398 feet or thereabouts or the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereahouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56700 square feet or thereabouts. Apportioned Annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building Lot No. 76 abutting on North side thereof partly on a portion of the said Rural Building Lot No. 76 and partly Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on other portion of the said Rural Building Lot No. 76 described on the said Sale plan as Lot No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 199 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. and contains an area of 56700 square feet or thereabouts. Apportioned Annual Crown Rent

The above two pieces or parcels of ground are held from the Crown for the residue of a term of seventy-five years from the 6th day of March, 1876, created by a Crown Lease of the whole of the said Rural Building Lot No. 76 dated the 3rd day of June 1892.....

A Sale plan of the said property can be inspected at the Office of Mesers. Johnson. STOKES AND MALTER and at the Auctioneers' For further particulars and conditions of Sale

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Vendors, or to

Messrs. HUGHES & HOUGH, Government Auctioneurs. Hongkong, 22nd June, 1905...

NOTICES OF FIRMS

Y interest and responsibility in the firm of H. PRICE & CO., Wine and of H. PRICE & CO., Wine and Spirit Merchants, ceased on the 39th April. HERBERT PRICE. Hongkong, 1st July, 1905.

TATE bog to notify the Public that the WW firm of H. PRICE & CO., Wine and Spirit Merchants, 12 Queen's Road, will be carried on in the same place and manner by the new Proprietors.

H. PRICE & CO. Wine and Spirit Merchants, 12. Queen's Road, Central. Hongkong, 1st July, 1905.

NOTICE. AVING resigned my position in the Pacific Mail B.S. Co.'s Office in this Colony, I beg to inform the Public that I have established myself as FREIGHT AND GENERAL BROKER under the style of ROZA PEREIRA & SONS.

A. M. RUZA PEREIRA. No. 1. Dudde'l Street. Hongkong, 4th July, 1905.

INSURANCES

NORTH BRITISH AND MERCAN TILE INSURANCE COMPANY. TOTAL FUNDS AT Stat DECEMBER, 1974. £17,161 299

AUTHORISED CAPITAL... 23,000,000 SUBSCRIBED CAPITAL ... 2,750,000. PAID-UP CAPITAL ..... II. FIRE FUNDS...... 3,001,266 12 9

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO., Agonts. Hongkong, 30th June, 1905,

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed A AGENTS for the above Company are prepared to accept Risks against Fire at current SIEMSSEN & CO.

Hongkong, let January, 1904. AACHEN AND MUNICH FIRE IN. SURANCE CO.

OF AIX-LA-CHAPELL. WHE Undersigned, having been appointed AGENTS for the above Company, are makers, &c. Fresh Water supplied to prepared to ACCEPT RISKS against FIRE

REUTER, BROCKELMANN & CO., Agents. Hongkong, 21st April, 1897

NOW READY.

A TABLE OF THE OF EXCHANGE AT HONGKONG for Demand Drafts on London on the day of or

preceding the Departure of the English Mails: also Table of Yearly Approximate Averages FOR 31 YEARS.

... 1874 то 1904. Price \$2 Cash. On Sale at the "DAYLY Parss" Office, or Local Booksellers Hongkong, 11th May, 1905.

PUBLIC COMPANIES

GREEN ISLAND CEMENT COMPANY, LIMITED. NOTICE.

FINAL CALL of 310 per share on the new issue of Capital is due on the 30th June, SHEWAN, TOMES & CO., General Managere. Hengkong, 27th June, 1905.

CHAREHOLDERS are reminded that the

THE CHINA LIGHT AND POWER COMPANY, LIMITED.

TOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICES, St. George's Building, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th day of July, 1905; at 11.30 in the Forencon, when the subjoined Resolution, which was passed at a Meeting held on 21st June, 1905, will be submitted for confirmation as a Special Resolution. RESOLUTION:

That the Capital of the Company be increased. to \$500,000 by the creation of 20,000 new shares of \$10.00 each. SHEWAN, TOMES & CO., General Managers. Hongkong, 21st June, 1905.

THE HONGEONG ELECTRIC COMPANY, LIMITED.

TOTICE IS HEREBY GIVEN that the SIXTEENTH ORDINARY YEARL MEETI VG of the SHAREHOLDERS will be held at the COMPANY'S OFFICES. St. George's Buildings, on SATURDAY, the 15th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April: 1905, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSEI) from the 1st to the 15th Servants' quarters detached. Lately rennovated July, both days inclusive. By Order of the Board of Directors. GIBB. LIVINGSTON & CO.,

Hongkong, 28th June, 1905.

REWARD OF \$5,000.

AFFERED by the undersigned for the Arrest and Conviction of any person or nersons who are in the habit of SAUGGLING large quantities of Opium into this Colony. CHIN JOO HENG CO., Opium Farmers.

Hengkong, 20th June, 1905. ROBERT CRAWFORD'S C. C. C. WHISKY,

Price ... ... \$10 Per Dozen. Sole Agent:-KWAN TYE 110. Queen's Rond Central.

Hongkong, 12th April, 1905.

NOTICE. THE HONGKONG AND CHINA GAS COMPANY, LIMITED, teg o notify the public that in addition to the recent REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS to INTENDING CONSUMERS:--

1. SERVICES up to 50 feet in length will be laid FREE 2. NO CHARGE will be made for METER. THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried but by the Gas Company. ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intend

ing or existing customers. The Company hire or sell all kinds of Gas Fittings whether for Heating Cooking or Lighting and INVITE INSPECTION of their Stock at their NEW SHOW ROOMS at WEST POINT. GEORGE CURRY,

-Local-Scoretary. Hongkong, 14th June, 1905.

BOARD AND RESIDENCE: DENSION FRANCALSE AND RESTAURANT. 49. POTTINGER STREET, TENUE PAR MME. I. GUIOU.

First-class Cooking by a French Cook. Terms: \$3.50 per day. Reduced Terms for an Extended Stay. Hongkong, 13th January, 1905. BOARD AND RESIDENCE.

TAMERS. GOT LEVANDER BY " GLENWOOD. 27. CAIME ROAD. Hongkong, 19th March, 1904.

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Hongkong, 28th June, 190

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Hongkong, 24th May, 1905.

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Hongkong, 1st November, 1904.

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A. P. LINTON, Acting Manager. Hongkong, 30th June. 1. 05.

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Manager. 20. Des Vœux Etoad. Hongkong, 26th May, 1905.

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EMPLOYING THE SOLDIER.

"It's only nacheral," said Private Smithy, that a feller that's been doin' nothin' for a livin' for seven years, gits the idea. into his 'ead that as soon as 'e's out of the Army 'e can go on doin' nothin' an' live comfortable.

"A chap generally entists because 'e's very hard up, or there ain't no work-to be got. If you understand me rightly, a chap's pushed into the Army by the crowd of out-of-works behind him, an' by the time 'e's not his breath, an' is full up with Army rations, an' finds 'o's go plenty of elbow room, 'e begins to forget all about the crowd outside, an when his seven years' service is nearly in 'e begins to fancy that e really enlisted for the love of the thing, an' not because 'e was feelin' neckish.

"Then the colonel sends for 'im. "Ah, Thompson,' sez the Colonel, artily, 'I understand you're goin' away on the reserve?"

" Yes, sir, sez Thompson. " Do you think that's wise?" sez the Colonel. "'Ho, yes,' sez the clever chap, cockily. 'It's very 'ard in civilian life just now,' see the Colonel. What are you goin to do for a

" Anything, sez the clever chap, prompt. Humph! sez the Colonel, that means 'nothing"—are you sure you won't sign on for another five years?"

" 'I'll watch it,' stathe clover chap. "'So he goes away in a pair of loud check trousis an' a Trilby at, an a tuppeny cigar, to show 'is independence. " E gits up to London, goes ome to see his

people, 'as a couple of drinks, goes to a musicall. an' spends a sovereign as free as you please. For a week 'e's as 'appy as a king. Gits up what time 'e likes, an' don't shave funless 'e wants to.

drills, an' when e' goes out in town 'e needn't | man. look elean unless 'e feels inclined. "After a week of riotous livin,' most of 'is movey bein' spent, 'e pops off to look for work in 'is loud check trousis with the beer stains, an' is Trilby 'at a bit out of shape

""- Want's job, do you? sez the chap where e goes to. What can you do! " Anything, soz the clever chap. " 'Outside, sez the chip at the works. "We don't want "auything" fellers here.' " What's your last job?' sez another feller

" Army, sez the clever chap, producin' " What can you do?' sez the foreman. "The clever chap's learnt a lesson, so 'e's

bit cautious. "\_ ' Messenger,' 'e sez. We've got boys for messengers,' sez the

" 'Timekeeper.' saz the clever chap. " We've got a clock for that," " 'Caretaker,' sez the clever chap. " . We don't want no sleepin' partners,"

the foreman.

" ' Well,' set the clever chap, desporate, bhall " We ain't got a hall, sez the foreman.

"What some of these clever Jossers want," said Smithy, scornfully, "is a job where there sin't any work to do—jobs you can lay down an watch; old mea's jobs, boys' jobs, jobs that all the bloomin' Soldiers' 'Elp Associations in enough of them jobs to go round,

**CATALOGUES** going to leave. " He was talkin' to me an' Nobby about it.

"'' No more bloomin' soldierin' for me, thank you, sez Spud. " Don't thank me, sez Nobby." "'I'm goin's to be a free man," sez Spull

like I was before I enlisted. ""Ah!" sez Nobby, lookin' up to the sky with

" Ah!" sez Nobby. "'No more church parades, no more kit inspections, no more bloomin' guards, sez Spud. "No, sez Nobby getting up -we was siltin' on the grass in the cricket field-'No,' sez Nobby,

sadly. You'll be a free man, free to get your livin or starve. There won't be no kit inspection. 'cos you'll 'ave no kit to show, nor no guards either, becos' nobody would trust you to guard a three-penny-bit. Pore felier, sez Nobby, shaking his 'ead an' lookin' at Spud, pore old Spud.

Spud went an' took on for another five years. "If you understand," said Smithy carnestly, "it sin't the chap's fault that he can't get a job chap that 'as to leave civil life because he ain't got a trade in his ands can't expect to go back few among the violet and green colours having to civil life an' find a job sittin' up on its 'ind proven at all harmful, legs an' beggin.

"The army don't teach him nothin," continued Smithy, seriously, "except to turn about by numbers, an' not to talk back to his superiors, an' that's not much for civil life. "When his time's up he goes out au asks Civil Life to find him work.

"'What can you do?' sez Civil Life. "'Stand erect, with me feet at an angle of forty-five degrees, ead up, shoulders back, an me ands ung loosely by me side, thumbs in rear they require no attention in summer, food being of the seams of me trousis, sez the Army. "" Very sorry,' sez Civil Life, 'but we 'aven't

got a job like that. Can you do snything else? persons approachin' my post between tattoo an' miles of bog,-but in the north of Germany reveille, turn but the guard to generals an' all and the adjacent parts of Denmark and Holland. armed parties, en' take charge of all Govern- A square mile of bog ten feet deep is estimated ment property in view of me post, ser the to have a heating power equal to more than

"' No, sez the Army, "'Cau you drive a traction engine?' sez

"' No.' sez the Army. "" Can you make a box, or set a line of type, or draw a plan, or make out a specification, or BY MAJOR GENERAL VILLIERS HATTON. C.B. do anything that the crowd round the dock gates can't do?"

No, sez the Army. "Well, sez Civil Life regretful, 'you'd better join the mob at the docks -an' you'll find the Salvation Army shelter down the second turnin' on the right; "Seven years!" said Smithy, reflectively, "an' about two years of that spare time. A chap could learn anything in seven years—if there

was anybody to teach 'in. " Teach me a trade, sez the Army. "' Good gracious!' sez the Country, 'orrified. I couldn't think of such a thing-don't I clothe von an feed you, an' pay you?" "'Yes.' sez the Army; but teach me something-if it's only makin' mats, like you do in

prison, or carpentering, like you do in workouses an' reformat'ry schools. "'But,' sez the Country, very agitated, if I teach you this you'll be competin' with the tax-Payer. That's all right, see the Army, 'I want to is hereby cancelled.

be a taxpaver myself."-EDGAR WALLACE in

the Daily Mail.

SCIENTIFIC MISCELLANY.

PASSING OF THE SOIL—A BIG FISH—A SWEET PLANT - THE LONGEST LIFE -- METAL SCENERY - PROONGED ANASTHESIA -TRAINS WITHOU ENGINEERS-POISONOUS DYES-DEES IN THE HOME -GERMAN FUEL

The preservation of the soil itself as well as its fortility seems to be a problem to which man must give early attention. Prof. N. S. Shaler, calling attention to this, points out that under swage life the undisturbed roots and stems of the wild plants bound the soil to the ropks, and the average washing away in four or. fire centuries would not equal the inch that may be carried to the sea from a modern plowed field by a single rain-storm. To this atter day waste must be added cropping that takes away soluble minerals faster than they are formed. The soil is thus being reduced both in quantity and in quality; and the results are to be seen in the research productiveness of lands in Italy, Greece, Spain and most other parts of the world. The remedyto be sought is some means of preventing the less of the soil at a greater rate than the decay of the rocks restores it.

The most gigantic of the sharks, the largest of all fishes, is so little known that Dr. Theo. G'll reports difficulty in finding any information about it. The croature is the great whale shark, or whor (Rhineodon typus), and is not uncommon in the Indian Ocean, where it reaches a length of sixty feet, living lazily near the surfact and rarely approaching land. With a mouth sometimes four feet wide, it has very small teeth, its food being mostly minute "E's not no sergeants an' corporals to bully crustae ans. It occasionally upsets a boat by im, no officers to salute, no fatigues, an' no robbing against it, but is otherwise harmless to

> The new augar plant from South America. which has been named Eupatorium rebandium. is pronounced by Bertoni, the German chemist, to be of great industrial value. It grows 8 or 10 inches high, and is found to contain from 20 to 3; times as much succharine matter as sugar-cane or the beet.

> The distinction of being the oldest living thing undoubtedly belongs to some giant tree. and many attempts to locate it and determine its age have been made. A century age De Candolle found two yews-one at Fortingal in Perthshire, and one at Hedsor, in Bucks-that were estimated to be respectively 2,500 and 3,240 years old. Both are sill flourishing, and the elder tree has a trank 27 feet in diameter. A gigantic barbab of Central America, with a trunk 29 feet through, was thought by Hum. boldt to be not less than 5,150 years old. Mexican botanists believe they have now discovered a life span ven greater than this, and from the annual rings a cypress of Chepultepec, whose trunk is 118 feet in circumference, is assigned an age of about 6,200 years.

The fire proof scenery of M. Moissan, which is being tested in several Paris theatres. consists of a framework of iron tubing upon which wire gauze is stretched for the designs. Besides incombustibility, this don't blister a chap's 'ands, an' that's why scenery has the advantages of great solidity and increased ease of handling, and its weight is the world won't do any good, because there ain't not only no greater than wood and canvas but short pieces are even lighter. The first cost is "The other day Spud Murphy gave it out a little more than that of the old style scenery.
that as soon as his seven years was in he was Unpainted portions of the gauze remain Unpainted portions of the gauze remain invisible, and trees, flowers, etc., are given a very realistic effect.

Stovaine, the new anesthetic of Dr. Fourneau, is injected into the spinal fluid, and within five minutes gives complete insensibility below the point of injection, while the patient does not lose consciousness. The effects last for an hour and a half. No unfavourable results have "'When you chaps are bein' turned out of been reported in the numerous tests that have bed at six in the mornin' I shall be gettin' my been made in France, but fears of lack of control and danger of blood-poisoning have been expressed.

> Salt from the mines at Stassfurt is carried on trains of thirty half-ton trucks, each train having a 24 horse-power electric lecomotive. No engineer rides on the train, which is stopped and storted instantly by an attendant at each of the five stations along the line.

Experiments with fifty of the coal-tar dyes have shown that fifteen are positively poisonous, and twenty others caused harmful disturbances 'Spud ain't goin' away." Smithy went on to of digestive organs, kidneys, or general health explain. "because Nobby put it about in bar- of animals. Only two colours proved harmful racks that 'e was on'y leavin' the army because to the skin. The most poisonous colours are the doctor wouldn't pass him for an extension | not among the greens, though the noxious of service, an just to show Nobby was a liar | character of the arsenical greens has given that impression, but among the coal-tar dyes the most seriously poisonous are yellow and orange colours, such as aurantia, mandaria, metanil. when he leaves the service, it's the Army's A rorange, and butter yellow. Next in order of number are the blues, browns and blacks, very

Apiaries are the novel addition to the drawing room proposed by Miss Baden-Bowell, sister of the hero of Mafeking. The bees are not found objectionable in any room of the house, and the one hive in the home of Miss Baden-Powell at Prince's Gate, London, last year yielded sixty pounds of honey. A specially-contrived hive is used. The bees readily find their way through a little sperture in the house wall, and given them in winter.

The world's peat centre is not in Ireland. "'Yes,' sez the Army, 'I can challenge all which, however, has more than 3,000 square 300,000 tons of coal. Single bogs in Friesland "'Can you fix a 'lectric bell?' sez Civil Life. are found to cover 1,500 square miles. and Germany has more fuel in peat than in coal.

GENERAL ORDERS

Commanding the Troops in South China

HEAD QUARTERS, Hongkong, 5th July, 1905. Gazette, India.-No. 148. The following extract from the Gazette of India is published for information :- Military Department Simla, 9th June 1905. The following direct appoint: ments are made, with effect from the date of joining: 119th Infantry (The Mooltan Regiment). Sarfaraz Ali Khan to be Jemadar, on probation, to fill an existing vacancy. Medical Board.-No. 150. A. Medical Board

will assemble at an early date at the Military Hospital Kowloon, to report upon Asiatic Troops proposed for invaliding. The P. M. O. will arrange the details. Leave cancelled .- No. 151 With reference to Garrison Order No. 1. of 22nd March 1905. Major A. A. Chichester, D.S.O., Chief Staff-Officer having returned from leave of absences

the unexpired portion viz-4-5th July 1905 A.A. CHICHESTER, Major,

GREGOR

34, QUEEN'S ROAD CENTRAL, 1st FLOOR.

CLARETS

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NOTICE TO ROWLOON RESIDENTS

Hongkong, 12th January, 1905.

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#### SHIPPING

ARRIVALS. BUCENTAUR, British str., 2,283, R. C. Ritson, 5th Ju y - London Celombo and Singapore 29th June. General. - Nippon Yuson Kaisha. GERMANIA, German etc., 1.715. J. Peterson, 5t. July Hollow 4th July, Rice.

Lydia, German str., 1,771, Girstenbray, 4th July,-Wubu and Chinking 28th June, Goneral -Siemssen & Co. OANEA, British str., 5,676, Thomas Bartlett, 4th July - Shanghai 1st July, General .-

Butterfield & Swire. SHANTUNG, British str., 1,400; Robinson, 4th July .- Java 27th June, Sugar, - Butterfield & Swire.

SHAOHSING, British str., 1,307, F. D. Northcombe, 5th July,-Shanghai 30th June, Goneral and Rice. Butterfield & Swire. SPEZIA, German str., 4,148, T. Ehlar, 5th July, Hamburg and Singapore 29th June, Genoral,-Hamburg-Amerika Linie.

STENTOR, British str., 4,308, B. Lewis, 5th July,-Liverpool and Singapore 30th June. General.-Butterfield & Swire. TELEMACHUE, British str., 1,300, J. Williamson. 5th July, -Saigen 1st July, General .--· Chinese.

YUSHUN Chinese etc., 1,079, J. Pratt. 4th July -Swotow 3rd July, General.-Coincse. NICOMEDIA, German atr., 2,807, A. Wagner, 5th July .- Portland 20th May, General .-P. & A. S. S. Co.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE.

Barneo, German str., for Kudat. Bucente .r. British str., for Yokohama. Hedwig Menzell, German str., for Touron. Yochow, British str., for Shanghai. DEPARTURES

5th July. Eccesta. British str., for Betavis. EMMA LUYKEN, Ger. str., for Coast Ports. Hue, French str., for Huiphong. KOWLOON, German str., for Chinkiang. KUMSANG, British str., for Calcutta. Nippon, Austrian str., for Trieste. NOBD, Norwegian str., for Newchwang. PALAMCOTTA, British str., for Amoy. PRONTO, Norwegian str., for Haiphong. QUINTA, German str., for Bangkok. REGINA. British str., for Saigon. SCHARNHORST, German str., for Shanghai. SHACHSING, British str , for Canton. TAISHUN, Chinese str., for Shanghai. TAMING, British. str., for Manila. TARTAR, British str., for Vancouver. WINGSANG, British etr., for Shanghai.

SHIPPING REPORTS. "The British str. Telemachus reports: Light to moderate wind and sea, cloudy; fine through-

The Chine e str. Yushum reports: Light winds with high southerly swell, weather un-

The British str. Oanfa reports: On the 1st and 2nd strong easterly winds with very heavy rain. On the 3rd and 4th strong easterly winds

and bazy: fine. The British str. Shaohsing reports: Fresh to strong winds with heavy rain squalls, glass down to 29.49 on the 2nd. Sailing ship anchored 13 miles east of Dodd Island, small steamer nshore Pinghai Bay, sunken junk alongside.

VESSELS IN DOCK. 5th July. ABERDKEN DOCKS .--KOWLOON DOCKS. - Travancore, Humber,

Tainuan. COSMOPOLITAN DOCK .-

### VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY. LIMITED.

FOR SWATOW, AMOY AND TAMSUI THE Company's Steamship "HAIMUN."

Captain Robson, will be despatched for the above ports TO-MORROW. the 7th inst., at 11 A.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers. Hongkong, 5th July, 1905,

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA. FITHE Company's Steamship

"TONKIN." Captain Charbonnel, will be despatched for the above perts on or about TUESDAY, 11th inst. For Freight or Passage, apply to G. DE CHAMPEAUX,

Hongkong 5th July, 1905. COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



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STEAM FOR SAIGON, SINGAPORE, BATAVIA COLOMBO, INDIA, ADEN. EGYPT, MARSEILLES, LONDON, HAVRE, BOR DEAUX, MEDITERRA NEAN AND BLACK SE

"OCEANIEN," Captain Couret, will be despatched for MAR-SEILLES on TUESDAY, the 11th July, at Passage tickets and through Bills of Lading

issued for above ports.

Cargo also booked for principal places in Next sailings will be as follows: S.S. "TOURANE" ... 25th July. S.S. "TONKIN" ... ... Sth Aug. S.S. "ARMAND BEHIC" 22nd Aug.

G. DE CHAMPEAUX, Agent. Hongkong, 28th June. 1905.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).. TETHE Steamship "KENNEBEC."

will be despatched on or about the 20th July. For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department. 4. Des Vœux Road, Central.

VESSELS ADVERTISED

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchorage nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vossels berthed at the Kowloon Wharf K.W., together with the number denoting the section. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pierto Naval Yard. 4. From Naval Yard to East Point.

CAPTAIN

FOR VERIGHT APPLY TO

VESSEL'S NAMES PLAG & RIG BERTH

DESTINATION	AMODELO MYMWY	engo o mio	BEHTH	CATTAIN	LOW RESIDENCE WELDS AL	TO DR BESTATORES
			Salanting the			
LONDON & ANTWERP, VIA BINGAPORE, &C	Palermo				P. & O. S. N. Co,	About 7th inst.
LONDON & ANTWERP VIA MANILA, &c	PALMA	Brit str.	71.4		P. & O. S. N. Co.	About 12th inst.
LUNDON, &C., VIA PORTS OF UALL	SIMLA			l I	P. & O. S. N. Co	On 15th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP				*************************		On 9th inst
LONDON, AMETERDAM & ANTWERP	HYBON	Brit. str				On 18th inst.
LONDON, AMSTERDAM & ANTWERP				Mana militaria managana mana		On 1st Aug.
LONDON, AMSTERDAM & ANTWERP		4 ·		******************		On 15th Aug.
LONDON, AMSTERDAM & ANTWERP				Transcription to the state of t	Butterfield & Swine	On 28th Aug.
MARSEILLES, LONDON & ANTWERP, &c		1 1	1 •	Leelie	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, &c., VIA PORTS OF CALL		1 1 1 4 4 4 4		Course		On 11th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	DARMSTADT			G. Bolte		To-day, at Neon.
HAVRE, A'WEEP & HAMDURG VIA STRAITS. &C			· <u>-</u>	Russ		On 14th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &C				Mildebraud		
HAVRE & HAMBURG VIA STRAITS, &c	• • ·	I		Schulke		On 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c				Sachs	·	On 9th Aug.
HAVRE & HAMBURG VIA STRAITS, &c	BAMBIA	Ger, str.	k, w.	Laining		On 23rd Aug. On 6th Sept.
HAVRE & HAMBURG VIA STRAITS, &c		1	•	Förek.		
GENOA, MARSEILLES & LIVERPOOL	TELEMACHUS	B —	_		BUTTERFIELD & SWIRE	On 20th Aug
GENOA, MARSEILLES & LIVERPOOL				MacFarlane		1 The second of
NEW YORK & BOSTON		1	1.			
NEW YORK VIA PORTS & SUEZ CANAL		1 7 4		Dobronz		1
NEW YORK	VER NA		1			
NEW-YORK VIA PORTS & SUEZ CANAL	. INDRAWADI	Brit. str		**********************		
NEW YORK, VIA PORTS & SUEZ CANAL				Haase		
NEW YORK VIA SUEZ	WANDALIA	. Ger. Hr	k.w.	H. Pybus, R.N.R.		
VANCOUVER, VIA SHANGHAI JAPAN, &c	Empress of Japan	1	_		CANADIAN PACIFIC R. Co	
VANCOUVER, VIA SHANGHAI JAPAN, &c.,	ATHENIAN			F. G. Purington	DODWELL & Co., LIMITED.	
VICTORIA (B.C.) & TACOMA VIA JAPAN	PLEIADES		_	To Car was and Constitution		
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	Management A	Brit. str.	1 "	Wagner		To-morrow, at Daylight
PORTLAND, OREGON VIA SHANGHAL &c	NICOMEDIA	1	1 _	******	and the second s	On 18th inst.
AUSTRALIAN PORTS VIA MANILA, &c				MoArthur		On 12th inst., at Noon.
AUSTRALIAN PORTS				Woltemas		On 25th inst., at Noop.
YOKOHAMA, YIA SHANGWAI, MOJI & KOBE	PROMETE	Brit. str.	_	E. Spicer, R.N.R.	P. & O. S. N. Co.	About 6th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	JAPAN	Brit. str.	i i	E. P. Martin, R.N.R.		About 7th inst.
KOBE				. 4 7 4 3 4 7 4 7 4 7 4 7 4 7 4 7 4 7 4 7	BUTTERFIELD & SWIRE	On 15th inst.
TIENTSIN	- <del>•</del>			1	JARDINE, MATHESON & Co	On 17th inst., at S.P.M.
SHANGHAL	i	•	· 1	1	JARDINE, MATHESON & Co	To-morrow, at 3 P.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW.		Ger. str		Bendixen	. Osaka Shosen Kaisha	On 9th inst.
SHANGHAI	1				Butterfield & Swire	On 10th inst.
SHANGHAI					. Jandine, Matheson & Co	On 11th inst., at 3 P.M.
SHANGHAI, KOBE & YOKOHAMA				Charbonnel	. Messageries Maritimes	About 11th inst.
SHANGHAI	1 ~			, G. M. Montford, B.N.R	P. & O. S. N. Co	
TAMSUI VIA SWATOW & AMOY	1 / 55			Krabbe	OSAKA SHOSEN KAISHA	On 9th inst., at 8 A.M.
TAMSUI VIA SWATOW & AMOY	<b>1</b> —			Haraldsen	OSAKA SHOSEN KAISHA	
ANPING VIA SWATOW & AMOY				Thorstensen	. Obaka Shosen Kaisha	On 12th inst.
SWATOW: AMOY & TAMSUI				Robson	Douglas Lapraik & Co	To-mo row, at 11 A.M.
MANILA	1	1	;		Jardine, Matheson & Co:	To-morrow, at 4 P.M.
MANILA				B. Rodger	SHEWAN, Tomes & Co	On 8th inst., at Noon.
MANILA			. 1 m.	· •	Butterrieth & Swire	On 12th inst.
MANILA	Rubr	Brit. stv.	274 **	A. H. Notley	Hewan, Tomes & Co	. On 15th in d., at Noon.
CEBU & ILOILO	SUNGEIANG	Brit. str	lm.		BUTTERFIELD & SWIRE	OR lith last
CEBU & ILCILO	KAIFONG	Brit. str	i m.			
SINGAPORE SOURABAYA & SAMARANG	ONSANG	Brit. str			. Jardine, Matheson & Co	On 8th inst., at 3 p.m.
BUMBAY VIA SINGAPORE & PENANG	Ischia	. Ital. str.	···	Coglicio	CARLOWITZ & Co.	On Lite 1086., At NOOH.
BATAVIA, CHERIBON SAMARANG &c	. Тлінані	Dut. str.	<u> </u>	de Brouwe s	Java-China-Japan Lijn	. Alooke lith 1036.
	· <u>·</u>		<del></del> _	<del></del>		

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

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Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES SHAWMUT TREMONT	3,753 9,606 9,606	F. G. Purington E. V. Roberts T. W. Garlick	Thursday July 90th

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REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS

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LEAVING STEAMERS "PROTEUS" SUNDAY, 9th July," at 8 A.M. KRABBE "CLARA JEBSEN" SUNDAY, 9th July, Bendixen WEDNESDAY, 12th "PROMISE" THORSTENSEN July. SUNDAY, 16th July, "TRIUMPH" HARALDSEN at 8 A.M.

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For Freight, Passage, and further information, apply at the Company's local Blanch Office at No. 8, Des Vœux Road Central. T. ARIMA, Macages Hongkone, 6th July 1905

## PENINSULAR STEAM NAVIGATION COMPANY,

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FOR	*TRAMERS	·	REMARKS.
YOKOHAMA VIA SHANGHA MOJI and KUBE	" I D Q inon D V D	About 6th July	Freight only.
(Passing through the Inland Se	ea) <b>)</b>	Quanta and a second	
LONDON and ANTWER VIA SINGAPORE, PENANC COLOMBO, PORT SAID at	G. PALEBMO	About 7th July	Freight only.
MARSEILLES		·	
YOKOHAMA VIA SHANGRA MOJI and KOBE	··· C D Movin Duck	About 7th	Freight and Passage.
(Passing through the Inland Se	PD\		
via manila. Singapol	RE, (-PALMA	About 12th	Froight only.
PENANG, COLUMBU, FO	And I do it to community man in a	- Daily	J
SAID, SUEZE, MARSEILL SHANGHAI	COROMANDEL	About 12th	Freight and
ATTACAN TO A STATE OF THE STATE	SIMIA	Noon 15th	Passage, See Special
LONDON, &c	C.D. Goldsmith. R.N.R.	July	Advertisement.
			And a region of the second

For further Particulars, apply to Hougkong, 3rd July, 1905

L S LEWIS. Acting Superintendent.

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Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGE? LIFBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

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-	STRAMBRS.		AILING DATES.	
	BRISGAVIA	(HAVRE, ANTWERP & HAMBURG) (Calling at Singapore, Penang and Colombo)	On 14th July.	Freight.
	SITHONIA	HAVRE, BREMEN and HAMBURG	Con Tash July	Freight.
ŀ	Capt. Hildebrandt	(Calling at Singapore, Penang and Colombo)	<del></del>	
	ACILIA	HAVRE and HAMBURG	On Oath Jale	Freight.
	ALESIA	(Calling at Singapore, Penang and Colombo)	On 9th Aug.	Musicht
ŀ	Capt. Sachs	(Calling at Singapore, Penang and Colombo)	On Bulkug.	r. reikut.
ŀ	SAMBIA Capt. Lüning	HAVRE and HAMBURG	On 23rd Aug.	Freight.
ĺ		HAVRE and HAMBURG		Freight &
	Capt. Förck	(Calling at Singapore, Penang and Colombo)	Ou are cehr	Passenger
	VANDALIA	NEW YORK VIA SUEZ	About begining	Freight.
ŀ	" Capt. Haase ]	with liberty to call at the Malabar coast	OI COUDEL.	
ŀ	Special attent	ion of intending Passengers is drawn to the spley	ndid accommodal	ion of th
I	steamer. Saloon and	cabins amidships. Lighted throughout by elec-	stricity Duly que	litied doot

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S.S. "LOTHIAN" Captain J. C. Williamson. S.S. "INDRAVELLI"... Captain S. Callington. S.S. "COURTFIELD"... Captain J. W. Martin. Ciptain W. E. Steele. S.S. "CRANLEY" S.S. "IKBAL" Captain M. Robertson. Captain C. E. Cox. S.S. "ASCOT" Captain J. Rowley. S.S. "SIKH" Captain Dean. S.S. "INKULA"... S.S. "KATHERINE PARK"... Captain Copp. For Freight, apply to

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Hongkong, 10th February, 1905.

AGENTS.



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Бтеамянір	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	It. Rodger	Manila.	Sat., Sth July, Noon.
	2540	A. H. Notley	Manila.	Sat., 15th July, Noon.

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FOR MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG COLOMBO, AND PORT SAID,

THE Bucknell Line Steamship

TO BE DESPATCHED

"MANICA," Captain Leslie, will-be despatched as above TO- ORROW, the 7th inst., at Noos. For Freight, apply to -NIPPON YUSEN KAISHA

Hongkong, 5th July, 1905. EASTERN AND AUSTRALIAN STEAM. SHIP COMPANY, LIMITED

Agents.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA.

"AUSTRALIAN" Captain McArthur, will be despatched for the above ports on WEDNESDAY, the 12th July.

WHIE Steamship

at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tee, &c., throughout the voyage. This Steamer is installed throughout with

the Electric Light. A duly qualified Surgeon and Stewardess are carried. N.B.—To assure he additional comfort of passengers the Steamors of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO. Agonts.

Hongkng, 16th June, 1905. THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK AND BOSTON. With liberty to call at the Malabar Coast. FIRE Steamship

"APRICAN PRINCE." Captain MacFarlane, will be despatched for the above ports on or about WEDNESDAY, the 12th July. For Freight, apply to

ARNHOLD, KARBERG & CO., Agents. Hongkong, 28th June, 1905:

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS THE Steamship

"SIMLA." Captain C. D. Goldsmith, B.N.E. carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 15th July. at Noon, taking passengers and cargo for the above ports in connection with the Company's as. "Mermora," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuables, all cargo for France, and Ten-for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Arabia," due in London on the 27th August, 1905.

Parcels will be received at this Office until

4 p.m. the day before sailing. The contents rs. and value of all packages are required. For further particulars, apply to Acting Superintendent.

Hongkong, 3rd July, 1905. DAMPFSCHIFFS-RHEDEREI"UNION

ACTIEN-GESELLSCHAFT. FOR NEW YORK.

With Liberty to Call at the Malubar Coast. THE Steam

"VERONA,"
Captain Debronz, will be despatched for the above port ou or about TUESDAY, the 25th. To be followed by the Steamship "ALBENGA."

Captain Petersen, on or about end of August. cor Freight, apply to CARLOWITZ & CU.,

Hongkong, 19th June, 1905. REGULAR STEAMSHIP SERVICE TO NEW YORK. VIA PORTS AND SUEZ CANAL

WITH LIBERTY TO CALL AT MALABAR

COAST). PROPOSED SATLINGS PROM HONGKONG. "ST. HUGO" ... ... ... ... 4th Aug.

'SHIMOSA"... ... '... ... to follow. For Freight and further information, apply to-DODWELL & CO., LD. Agenta. 

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Ci tain T. Austin, R.N.R. WHIS Steamer departs from Hongkoug, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days. about 2.30 P.M. and on Sundays at 5.30 P.M. if tide permits

FARES—(week days) let Class including cabin and servent), Single \$3, Return Ticket \$5 2nd Class \$1. 3rd Class 50 cents. Every Sunday will be on Excursion, at the Official in Lates:

1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Retarn 50 cents, Steerage 16 cents. Menis can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for

two or more Passengers, will be charged \$3 First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce tion of the Return Half Ticket. Should the

Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available for thefollowing day: The Steamer is litthroughout by Electricity

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Srteet. MING ON & CO.

2nJ Floor, 16, Victor Street. Hongkoog, 7th Cotober, 12 1904.

# OCEAN STEAMSHIP COMPANY.

#### CHINA MUTUAL STEAM NAVIGATION CO.. LD.

JOINT SERVICES.

ORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT MONTHLY SAILINGS FOR LIVERPOOL.

AKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS:

## EUROPEAN SERVICE.

FROM	STHAMERS	DUE
- GLASGOW and LIVERPOOF	. "STENTOR"	On 5th July.
GLASGOW and LIVERPOOL		On 14th July.
GLASGOW and LIVERPOOL.	"KEEMUN"	On 14th July.
GLASGOW and LIVERPOOL.		On 18th July.
JLASGOW and LIVERPOOL		On 28th July.
GLASGOW and LIVERPOOL.	"ANTENOR"	On 3rd August.
GLASGOW and LIVERPOOL .		On 4th August.
GLASGOW and LIVERPOOL.		On 5th August.
GLASGOW and LIVERPOOLE.		On 9th August.
GLASGOW and LIVERPOOL.		On 9th August.
	HOMEWARDS.	
FOR	STEAMERS	TO SAIL
:LONDON, AMSTERDAM and	"GLAUCUS"	On 9th July.
ANTWERP		
LONDON, AMSTERDAM and	"HYSON"	On 18th July.
ANTWERP	A Committee of the second	
GENOA, MARSEILLES and	'TELEMACHUS"	On 20th July.
LIVERPOOL		
LONDON, ARSTERDAM and	"AJAX"	On 1st August.
ANTWERP	T KX	
LONDON, ARSTERDAM and	"IDOMENEUS"	On 15th August.
ANTWERP	the market of the second of th	
• GENOA, MARSEILLES and }	"STENTOR"	On 20th August.
LIVERPOOL		
LONDON, AMSTERDAM and	"PAKLING"	On 28th August.
ANTWERP	Character Time 1 A T 1 1 1	<u></u>

#### \* Taking Cargo for Liverpool at London Rates." TRANS-PACIFIC SERVICE.

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AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA EASTWARD. STEAMERS .

VICTORIA, SEATTLE, TACOMA, and ) all PACIFIC COAST PORTS, VIA "MACHAON" ..... On 7th August. NAGASAKI, KOBE & YOKOHAMA WESTWARD.

TELEMACHUS"... On 15th July. SEATTLE. VICTORIA' and PACIFIC COAST For Freight, apply to-BUTTERFIELD & SWIRE.

NAVIGATION LIMITED.

· ·					
FOL		STEAMERS		TO SAIL.	
SHANGHAI		"SHAOHSING"	On 1	Oth July.	
CEBU and ILOILO		"SUNGKIANG"	On 1		
MANILA	• • • • • • • • • • • • • • • • • • • •	"TEAN"	On 1:	2th July.	
MANILA, ZAMBOANGA,	PORT		_		
🚁 DARWIN, THURSDAY 1		Ö., et al.	<b>*</b>	<b>F</b>	
COOKTOWN, CAIRNS, !	rowns-	'CHINGI'U''	,,, On 1	3th July	<del></del>
VILLE, BRISBANE, SYD	NEY and				
MELBOURNE		ų			<b>≠</b> – .
CEBU and ILOILO		"KAIFONG"	On 14	Ith July.	
KOBE		"TAIYUAN"	On 18	5th July	· Gert
* The attention of Passens	rera is directed	to the superior ac	sommođation	offered by	v these
teamers, which are fitted throu	ghout with Elec-	ric Light. Unrive	lled Table. 🖫	A duly g	nalified
Surgeon is carried.	<u> </u>				8.7

+ Taking Cargo on through bills of lading to all Yangteze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. For Freight or Passage, apply to-

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AGENTS.

Hongkong, 6th July, 1905.

Hongkong, 30th June, 1905.

IMPERIAL GERMAN MAIL LINE.

NOBDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STEAMERS WILL CALL AT GIBRALTAR AN SOUTHAMPTON TO LAND PASSENGERS

N.B.—CARGO CAN BE TAKEN OF THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION STEAMERS. SAILING DATES.

AND LUGGAGE.

DARMSTADT	THURSDAY	6th July
SACESEN	WEDNESDAY	19th July
SCHARNHORST	WEDNESDAY	2nd August
	WEDNESDAY	16th August
PRINZ EITEL FRIEDRICH	WEDNESDAY	30th August
PREUSSEN	WEDNESDAY	13th September
ROON		27th September
BAYERN	WEDNESDAY	11th October
GNEISENAU	WEDNESDAY	25th October
PRINZESS ALICE	WEDNESDAY	8th November
SACHSEN	WEDNESDAY	22nd November
PRINZ REGENT LUITPOLD	WEDNESDAY	6th December
PRINZ HEINRICH	WEDNESDAY	20th December

N. THURSDAY, the 6th day of JULY, 1905, at Noon, the Steamship "DARMSTADT," Captain G. Bolte, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on Tuesday, the 4th July. Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 5th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 5th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardenses.

NORDDEUTSCHER LLOTD.

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Hongkong, 3rd July, 1905.

Linen can be washed on board.

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## PORTLAND & ASIATIC STEAMSHIP CO.

Proposed Sailings prom Hongrong S'e Sea of Japan, Moji, Kobe and Y	OKOHAMA FOR LUBITIES, UEDITON
CONNECTION WITH THE OREGON	RAILBOAD & NAVIGATION CO.
STEAMSHIP TONS. 4,370	CAPTAIN TO SAIL AT DAYLIGHT ON Wagner July 7th, 1905.
"NUMANTIA" 4,370 "ARABIA" 4,483	Brehmer July 16th, 1905.  Metzenthin August 6th, 1905.
"ARAGONIA" 5,198	Schreich August Zoth 1905
United States Points. For through rates with or apply to	acific Coast Points and . Eastern, Canadian and of Freight and further information, communicate

ALLAN CAMERON, GENERAL AGENT, Hongkong, 26th June, 1905.

#### CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD AND THE UNITED STATES.

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SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

EMPRESS OF JAPAN "6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 12th July.

EMPRESS OF CHINA "6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 2nd Aug. Hongkong to London, 1st Class ...... via St. Lawrence £60. via New York £d2 Intermediate on Steamers, and lst Class Rail ....

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHILD passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALAFIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only a

Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

and Japanese Gevernments. For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, 9. Pedder Street.

#### INDO-CHINA STEAM NAV GATION CO... LIMITED.

PROJECTED SAILINGS FROM HONGKONG. Friday, 7th July, 3 P.M. + SHANGHAI YUENSANG" Friday, 7th July, 4 P.M. SINGAPORE. BAMARANG ..... "KWONGSANG" Tuesday, 11th July, 3 P.M. TIENTSIN ....... "WOSANG"...... Monday, 17th July, 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtsze Ports. For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. Hongkong, 6th July, 1905, and

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mers to Aden, Suez, Port Said, MESSINA, NAPLES, LEGHORN and GENOA, also Venice and Triesre, all Mediter-RAMEAN, ADRIATIC, LEVANTINE and South American Ports up to Callao. (Taking Cargo at through rates to Phrsian GULF and BAGDAD, also BARCELONA,

ALICANTE, ALMERIA and VALENZA. MALAGA.) HE Steamship

"ISCHIA, Captain Coglicio, will be despatched as above on TUESDAY, the 11th inst, at Noon. At Bombay the Steamer is discharging in ;-

Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & CO.,

Hongkong, 3rd July, 1905.

IMPERIAL GERMAN MAIL LINE. IORDDEUTSCHER LLOYD, BREMEN

JAPAN-CHINA-AUSTRALIA LINE VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN. HERBERTSHOEHE, MATUPI, BRIS-BANE, SYDNEY AND MELBOURNE. On TUESDAY, the 25th July, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above.

The Steemer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD.

MELCHERS & CO. Agents.

Hongkong, \$rd July, 1905.

### SHIPPING IN PORT.

For Further Particulars, apply to

ADATO, British str., 2,145, Robt. Stewart, 4th July,-Moji 27th June, Coal.-Order. ALDERSHOT, British str., 1,3 4, Adam, 24th July,-Chinkiang 20th June, General.-Dodwell & Co.

ALESIA, German str., 5,167, F. Sachs, 30th June,-Hamburg and Singapore 24th June, General.—Hamburg-Amerika Linie. AMARA, British str., 1.566, C. J. Mattock, 24th June,-Chinkiang 20th June, General .-

Jardine, Matheson & Co. Borneo, German str., 1,324, F. Sembill, 4th July,-Shanghai 30th June, Nil.-Mel.

chers & Co. CARL DIEDERICHSEN, German str., 774, H. Schlaikier, 27th June,-Haiphong 25th June, General.—Jebsen & Co. DRUFAR, Norwegian str., 1,102, Jons Bing.

17th June.-Hamburg 1st May, General. -Asgaard, Thoresen & Co. EGREMONT CASTLE, British str., 1,834, J. Moodie, 30th June, Calcutta 11th June,

Coals.—Bradley & Co. EMPRESS OF JAPAN, British str., 3,039, H. Pybus, R.N.R., 4th July,-Vancouver 12th June and Shanghai 1st July, Mails, Flour and General,-C. P. R. Co.

ERNA. German str., 1,896, M. Terpelin, 22nd June, Singapore 16th June, Ballast .-Jebsen & Co. GERMANIA, German str., 1,713, J. Petersen, 11th June,-Chinkiang 6th June, Rice .-

Jebsen & Co. GLADESTRY, British str., 1.521, C. Crane, 12th June,-Moji 6th June, Coal.-Dodwell

HEDWIG MENZELL, German steamer, 980, C. Schonberg, 6th June,-Wahu 3rd June, Rico.—Sander, Wieler & Co. Kashing, British str., 1,142, T. W. Pickard,

2nd July,-Chefoo 27th June, General.-Butterfield & Swire. KHALIF, British str., 2,291, J. H. Middle'on 29th June,-Barry Dock 2nd May, Coal.-Dodwell & Co.

Konsichang, German etr., 1,292, D. Gosewisch, 1st July,-Bangkok 22nd June, Rice,-Butterfield & Swire.

Kwongsang, British str., 1,427, W. P. Baker, 1st July,-Swatow 30th June, Mails and General -- Jardine, Matheson & Co.

LIGHTNING, British str., 2,122, J. G. Spence, 3rd July,-Calcutta via Straits 17th June, General - David Sassoon & Co. Louise Roth, British str., 2,296, J.J. Thomp son. 29th June,-Newcastle (N.S.W.) 8th. May, Coal, - Order.

MADELEINE RICKMERS, German str., 1.438, Simonsen, 1st July,—Bangkok 21st June, Rice.-Butterfield & Swire. NORDEOL, Norwegian str., 2,428, Staltz, 23rd

June, - Kelung (Formosa) 21st June, General. Shewan, Tomes & Co. Onsang, British str., 1,787, J. T. Davies, 28th June, Pekalongan 2 th June, Sugar .-Jardine, Matheson & Co.

SHAWUR, British str., 4,885, E. Spicer. R.N.R., 4th July,-London 28th May and Singapore 29th June, General .- P. & O. PROMISE, Norw. str., 714, E. Torstensen, 1st July,-Tamsui via Amoy and Swatow 28th

RAJABURI, German str., 1.189, G. Wendig, 1st July,—Bangkok 23rd June and Swatow 30th, Rice.—Butterfield & Swire. SIBERIA, American str., 5,655, J. T. Smith, 27th COAL June,-San Francisco 27th May and Shang-

June, General.—Osaka Shosen Kaisha.

hai 25th June, Mails and General. - P. M. PAIYUAN, British str., 1,459, L. Dawson, 26th June .- Australia and Manila 24th June. General,—Butterfield & Swire.

YOCHOW, British str., 1,306, J. H. Brown, 25th Juze, Shanghai 22nd June, General. Butterfield & Swire. YUENSANG, British str., 1,128, P. H. Rolfe, 4th July,—Manila 1st July, General,—Jardine,

Matheson & Co. ZAFIRO, British str., 1,618, R. Rodger, 3rd July,-Manila 1st July, General.-Shewan, Tomes & Co. BAILING SHIPS.

CITY FO BIRMINGHAM, Brilish schooner, 90, J. Watson, 14th May,—Grimsby 26th Mar. -Order. TRAVANCORE, British ship, 1,900, Chamberlin, 8th June,-towed from Harlem Bay by tug

Robert Cooke.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Com. R. M. Harbord, Weihaiwei Andromeda, cruiser, 12,500 tons, 16 gans, 1,6500 i.h.p., Capt. Nelson Ommanney, Weilmiwei Aran, terpede best destroyer, 550 tons, 6 gues, 7,000 i.h.p., Lieut Comdr. R. Henniker Heaton, Weihniwei

Astraea, 2nd class cruiser, 4,360 tons, 10 guns 7,000 i.h.p., Captain-Lionel G. Tufnell Bonaventure, 2nd class cruiser, 4360 tons, 10

guns, 7000 i.li.p., Capt. H. H. Torlesso, Weihaiwei Cadmus, British sloop, 1,070 tons, Capt. H. du Cane Luard, Weihaiwei

Clio, British sloop, L.070 tons, Captain H. D. Wilkin, D.S.C., Yangtsze Dee, torpedo boat destroyer, 560 tons, Lient.

Comdr. H. E. Sulivan, R.N., Hongkong Diadem, 1st class cruiser, 11,000 tons, 16 gans 18,000 h.p., Capt. H. W. Savery, Hongkong Erne, torpedo boat destroyer, 550 tons, Lient. Condr. R. H. Bather, Weibalwei. Ettrick, torpedo boat destroyer, 560 tons, Lieut. Comdr. Irwin, Hongkong

Exe, torpedo boat destroyer, 550 tons, Lient. Comdr. A. F. Everett, Weikniwei Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5.700 h.p., lieut. Comdr. Stevenson,

Glory, battleship, 12,950 tons, 16 guns, 13,500 b.p., Capt Hon. W. G. Stopford, Weihaiwei Handy, torpedo-boat destroyer. 260 tons, 6 guns, 4.000 h.p., Lieut.-Comdr. May, Weihaiwel Hart, torpedo-boat destroyer, 260 tons, & gunr, 4000 h.p., Lieut.-Comdr. Richards, Hong-

Weihaiwei

Hecla, special torpedo vessel, 6400 tons, 2400 h.p., Capt. E. F. R. Charlton, Weihaiwei Hogue, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Captain Shortland, Weibaiwei Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns,

7,000 i.h.p., Capt. Fawckner, Singapore Itchen, torpedo boat destroyer, 550 tons, Lieut. Comdr. C. Symour, R.N., Weihaiwei Janus torpede-boatdestroyer, 280 tons, #gnn-

3,900 h.p., Lt.-Comdr. Darwall, Hongkong Kinshs, river gunboat, 331 tons, Lieut. Comd. E. V. F. R. Dugmore, on Yangtsze Moorhen, river gunbest, 180 tons, 2 gun. Lieut. Comdr. F. B. Noble, West River Otter, torpedo-boat destroyer, 350 tons, 6 gans,

Rambler, surveying ship, 583 tons, Comdr. Chas. E. Monro, Borneo Robin, river gunboat, 85 tons, 2 guns, 240 t.p., Lieut.-Comdr. Vaughan, West River

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Sutlej, 1st class cruiser, 12,000 tons, 14 guns 21,000 ihp, Captain Wm. L. Grant, Hongkong

Tamar, receiving ship, 4,600 tons 6 gun, Commodore C. G. Dicken, at Hongkong. Teal, river gunboat, 180 tons, 2 guns, Lieut Comdr. Socretan, on Yangteze

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6,300 i.h.p., Licut. Comdr. J. A. Gregory, Weihaiwei Waterwitch, surveying ship, 620 tons, 450 i.h.p. Comdr. A. W. Glennie, surveying Whiting, torpedo-boat destroyer, 360 tons,

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Mr. F. G. Brighton Mr. L. Broughall Dr. Chalmers

Mr. and Mrs. T. L. Mr. O. H. Rew Mrs, J. S. Roach & child. лт. L. Rochet « Nr. C: Roth Mr. & Birs A. Rosoll Mr. A O. Scott. Mr. W. D. Shelby

Mr. A. J. Shinn Mr. C. Skott Mr. E. A. Snewin Mr. C. H. Soper Mr. H. a. Stanley Mr. A. L. Stein Mr. W. Stewart Mr. W. M. Stewart

Dr. Edgar Swindells Mr. M. L. Thompson Mr. D. Thornborrow Mr. R. J. 1 obin Mr. Tormi Mr. W. D. Trimnell Mr. C. H. Universaun Mr. R. C. Vickors Mr. H. fb-Wales Mr. J. u. Wa d

Miss D. E. W. Ifa Mr. P. G. Woosev Mr. and Mrs. Wright Mrs. Jackson and child Mr. J. Watt Jameson Mrs. J. W. Jameson

Mr. E. Lebonguce Mr. E. J. wos. 8 Mr. and Mrs. T. J. Rose Mr. K. Tagani

Mrs. Hurl Mr. R. M. Joseph Mr. J. E Joseph Mr. H. E. Miller Mr. Morgan Mr. J. Murchie Mr. B H. Newlorn Mr. E. F. O'Brien. Mr. A. E. Paine Mr War Parker Mr. James J. Peterson Miss Poterson Mr. T. Petrio Mrs. Petrie

Mr. F. (). Strigzinger Mr. C. Templeman Mr. & Vrs. Tomaitt &

Mr. and Mrs. McKinnon Mr. and Mrs. Pescio

Mr. J. H. Villenenor

NATAL LINE OF STEAMERS.

service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

For Preight and further particulars,

Pongkong, 4th August, 189

brings replies to letters despatched from Hongkong on May 6th. Mails for CANTON, SAMBHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

-MAILS WILL CLUSE

A mail for Macao per s.s. Wingchai is closed every week-day at 5 p.m.
Mails for Namtao, Sanbue, \*Kongmoon, \*Kumchuk, \*Samskui, \*Wüchow and Canton are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m.
\*No mails are despatched to these places on Saturday evenings, unless previously notified.

	The state of the s	
VOR	PER DATE.	•
hangkai	Hajaburi Thursday, 6th, 8.00 a.m. Yochow & Thursday, 6th, 9.00 a.m.	•
MOV SNANGHAL NAGASAKI, KOBE, YOKO-)	Thursday, 6th, Printed Matter and Sam- ples 9.00 A.M.	
Bandlementary mail on board up to the	Dagietention Othle at	
time fixed for departure of the mail.	lee of 10 cents, up to	

UROPE. &c., India via Tuticoria ...... Thursday, 6th. (Late Letters 11.00 to 11.30 A.M. Extra Printed Matter and Sam. Postage 10 cents.)..... ples ....... 10.00 A.M. (Supplementary mail on board up to the Registration ... 10.00 A.M. time fixed for departure of the mail. (Registration, with late Extra Postage 10 cents) ..... fee of 10 cents, up to Letters poeted in all the Pillar Boxes 10.45 A.M.) in time for the first clearance will be Letters ...... 11.00 A.M. included in this contract mail.) ...... Hewnyshan ...... Kohsichang .....

Thursday, . 6th, 12.15 r.w. Thursday, 6th, 5.00 P.M. Hoibow and Singapore..... Friday, 7th, 10.00 A.M. Swatow, Amoy and Tamsui Haimun ..... Heungshan ..... Mucao Amara ..... Shanghai . Yuensang .... Manila..... Swatow and Singapore ...... M. Rickmers ..... Manila ..... Zafiro Saturday. 8th, 12 15 P.M. Heungshan ...... Saturday. Macao Saturday, 8th, 2.00 P.M. Monday. 10th. 1.15 P.M. Macao ..... Heungshan ..... Shanghai, Shaohsing. 10th, 3.00 г.м. Monday, Tuesday, 11th, 10.00 A.M. and Macassar..... Tuesday, Singapore, Penang and Bombay ..... Ischia 11th, 10,00 A.M EUROPE, &C., INDIA VIA TUTICOBIN .......) Tuesday, 11th, (Late Letters 11.00 to 11.30 A.M. Extra. Printed Matter and Sam-Postage 10 cents) 

(Supplementary mail on board up to the time fixed for departure of the mail.) Registration ... 10.00 A.M. Avegistration, with late Extra Postage 10 cents) ..... fee of 10 cents, up to (Letters posted in all the Pillar Boxes | 10.45 A.m.) in time for the first clearance will be i Letters ...... 11.00 A.M. included in this contract mail.) ...... Tnesday. 11th, 1.15 p.m Heungshan ..... Macao Tuesday, 11th. 2.00 P.w Kwongeang ..... Shanghai. Tuesday, Tean ..... 11th, 3,00 r.m. Mapila.... Tuesday, 11th, 3.00 r.m. Bungkiung ...... Cobn and Toilo..... Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Wednesday, 12th, 10.00 A.M. Australian ...... Hobart, Launceston, New Zealand, Melbourne, Adelaide and Porth

Printed Matter and Sam-SHANGHAI, NAGABAKI, KOBE, YOKOHAMA, ). ples..... 10.00 A.M. VICTORIA and VANCOUVER (B.C.)...... Registration .. 10.00 A.M. (Supplementary mail on board up to the Empress of Japan (Registration, with late time fixed for departure of the mail. fee of 10 cents, up to Extra postage 10 conts.) ....... 10.30 A.M.Letters .....11.00 A.M. Wednesday, 12th, 1.15 P.M. Heungskan ...... Thursday, 18th, 1.15 P.M. Heungshan ...... Macao .....

Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Bris- ( Chingth Thursday, 13th, 3.00 P.M. bane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth... COMMERCIAL.

CLOSING QUOTATIONS.

Credits, at 4 mouths' sight .......... 240

-Bank Bills, on demand ......45 §

Telegraphic Transfer ...... 140

Bank, at night ......71

Private, 30 days' sight......72

ON SINGAPORE. On demand ...... 6 p.c. p.m.

ON SAIGON.—On demand ...... It p.c. p.m.

ON YOROHAMA.—On demand ......921

ON MANILA.—On demand—Pesos.—921

ON BATAVIA.-On demand ...... 113

ON HAIPHONG.—On demand .......lip.c

SOVERHIGNS. Bank's Buying Rate ... 10,50

GOLD LEAF, 100 fine, per tael ..... 55.70

BAR SILARR, per cz. ......27 Ja

OPIUM

Quotations are: Allow'ce not, to I catty.

VESSELS EXPECTED.

THE FRENCH MAIL.

The M.M. str. Tonkin left Singapore on the

THE AMERICAN MAIL.

on Thursday, the 6th July via Japan ports and

MERCHANT STRAMERS.

The P. & O. str. Jopan left Singapore for

The P. & A. str. Numantia left Portland

Manila, and is due here on the 19th July.

on the 5th June, and is due here to-day.

this port on the 37th June at 1 p.m.

The P.M. str. Mongolia left Kobe on Monday.

4th July at 4 p.m. for this port via Saigon,

5th July.

ON BANGKOK.—Cn demand.......62

Malwa New ......\$1200 to -

Malwa Old ..........\$1280 to "-

Persian fine quality \$980 to .-

Persian extra fine .. \$1020 to-

Malwa Older .....\$1340 to

Malwa V. Old ..... \$1400 to

Patna New ..... \$1125 to

Patna Old...... 8 - to

Banares New ..... 31080 to

mext Tuesday, the 11th July.

Beneres O'd ..... 3 -

OH PARIS.—

ON GERMANY.-

ON NEW YORK .-

OM BOMBAY.-

ON CALCUTTA.

OH SHANGHAL.

Moji, Kobe, Yokohama, Victoria, B.C. & Tacoma Pleiades ........

July, n.m., and may be expected here on the 8th July, s.m.

The Indo China str. Laisang, from Calcutta

The str. Falsuma sailed from New York on

Wednesday, 12th, 10.00 A.M.

Wednesday, 12th,

and the Straits, left Singapore for this port on the 4th July at 2 p.m., and may be expected here On London. on the leth July. The J.-C.-J. Lijn str. Tjilatjap left Macassar for this port on the 3rd July, and may be Refineries-Bank Bills, at 30 days' sight ......1,1013 expected here on the 11th July. Bank Bills, at 4 months sight ...1/10 The Boston Tow Boat Co. s str. Ploiades. Credits, at 4 months' sight ...... 1/102 arrived at Manila on the 3rd July. Dooumentary Bills, 4months' sight 1/11 The Boston S.S. Co.'s str. Shawmut arrived

the 5th June. The Boston S.S. Co. setr. Tremont sailed from Seattle on the 24th June for usual ports of call. The C.P.R str. Athenian left Vancouver on Monday, the 26th June, p.m., for Hongkong Credita, 60 days sight ......468 via the usual ports of call.

at Manila on the 4th July.

The A. A. str. Ras Dava left New York on the 21st June, and is due here on the 21st Aug. STEAMERS PASSED THE CANAL. June 13th — Austria. Benlaria, Lowther Castle. Nassavia, Den of Crombie, 16th-Roon, Hudson, Keemun, Tonkin, Patroclus, Fengtien, Verdande, Grafton, Liberia. 20th-Southgrove. 25th-Benvenue, Indrami. Pak Ling, Malacca, Tydeus.

27th-Benledt, Dardanus, Diomed. 30th-Achilles, Agincourt, Wittekind, Laertes. ARRIVALS AT HOME. June 30th - Ernest Simons, Schuylkill, Trieste. Slavonia.

PASSENGERS. ARBIVED. Per Yushun, from Swatow, Mr. W. Frederick and W. Compton.

DEPARTED. Per Scharnhorst, for Shanghai, Dr. H. Bohme, Mr. and Mrs Rennie, Missey Falako and White. Messrs. Ch. P. Kristy, E. Reyss, W. Pelling, Green and Enc; for Nagasaki, Messra J. Watt, Jameson, D. Nomo, Furlani, Sugematsu and K. Kabayashi, Mrs. Okin, Mrs. Oshime and Mrs. Otoki; for Kobe, Mersrs. M. G. Heisein Bristol, D. Keyes, Yokoi, Mr. and Mrs. McKay, Rev. and Mrs. Raggs; for Yokohama, Mr. and Mrs. Brewin, Mesers, P. Stoppe, F. Rodriguez, S. M. Bellete, Ch. Nokamura, W. McKadden and O.

Per Tartur, for Vancouver, &c., Mr. W. T Andrews, Mr. and Mrs. Basila, Messrs, G. Hamplireys, F. W. Abels, F. J. Thomas, J. R. Symington, J. M. Robson, Mrs. J. T. Davies, Mr. H. Berrill, Col. M. C. Martin, Mrs. H. L. Stanley, Col. F. Hawkins, Mrs. W. Robertson, Miss M. Mackellar, Messra, W. and J. Robertson, Capt. Mr. Scott, Mr. and Mrs. Brancht and 2 ch ldren, Messra J. H. Thigpen, D. Madie, Mr. and Mrs. H. T. Richardson and 3 children, Messra. M. H. Mehta, H. C. Gotla, H. Ruttonjee, Dr. H. H. Shaw, Rev. A. M. Ballinger. the 3rd July, at 7 a.m., and is expected here Mr. E. K. Spencer, Mrs. M. Seely, Capt. Stritinger, Mr. and Mrs. Hard, Mrs. Pescock, The P.M. str. China will sail from Yokobama Messrs, J. P. Sommerfield, T. Evans, D. E. Brown, Col. and Mrs. Kent, Major Lewis, Mr. and Mrs. Jones, Major Parker, Lieut, Hamer, Lient, Clark, Mrs. Hastings, and Mr. W. F.

Lumsden. HONGKONG METEOROLOGICAL REGISTER.

The N.G.I. str. Ischia left Singapore for this	REGISTER.
port on the 30th June, and may be expected	Hongkong Observatory, 6th July,
The Glen Line str. Glenlogan, from London,	Previous Day On Date of On Date
&c., left Singapore on Saturday, the 1st July, and is due here to-day.	Barometer 29.62 29.77 29.73
The Bucknell Line str. Manica left Shanghai	Temperature 86 85 86 Humidity 66 76 68
on the 3rd July, and is due here to day.  The J. CJ. Lijn str. Tjimahi left Karatzu	Wind Direction S W S
via Swetow and Amoy on the 24th June, and may be expected here to morrow.	Weather b - o
The H.A.L. str. Arcadia, from Hamburg,	Highest open mir emperature on 4th
left Singapore for this port on Sunday, the and	Lowest open air Temperature on 4th



Guaranteed

Full Cream.

See this

NOTICES TO CONSIGNEES

TERDAM, PENANG AND

"ALESIA!

Captain Sachs, having arrived from the above

ports. Consignees of Cargo are hereby requested

to send in their Bills of Lading for counter-

signature by the Undersigned and to take im-

Any Cargo impeding her discharge will be

landed into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Limited,

All Claims must be presented within ten days

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

All broken, chafed, and damaged Goods are

. HAMBURG-AMERIKA LINIE.

Hongkong Office.

to be left in the Godowns, where they will be

NOTICE TO CONSIGNERS.

FROM CALCUTTA, PENANG AND

SINGAPORE.

"LIGHTNING."

having arrived from the above ports, Consignées

of Cargo are hereby informed that their Goods

Cargo impeding the discharge will be landed

Cargo remaining on board after 2 P.M., of the

6th July, will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Consignees of Cargo from SINGAPORE and PENANG are requested to take IM-

MEDIATE delivery of their Goods from

alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at

Bills of Lading will be countersigned by the

Hongkong, 3rd July, 1905. [1601-

"PESHAWUR."

FROM ANTWERP, LONDON, MALTA

PORT SAID, SUEZ AND STRAITS.

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be serted out, Mark by Mark

and delivery can be obtained as soon as the

Goods not cleared by the 11th inst., at 4 P.M.,

No Fire Insurance will be effected by me in

Damaged packages must be left in the Go-

All Claims must be presented within

L. S. LEWIS,

Acting Superintendent.

downs for examination by the Consigner's and

the Company's representatives at an appointed

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE:

NOTICE TO CONSIGNEES.

"SCHARNHORST,"

having arrived. Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasure and Valuables, are being

landed and stored at their risk into the Godowns

of the Hongkong and Kowloon Wharf and

Godown Company, Limited, Kowloon, whence

Optional Cargo will be forwarded unless

No Claims will be admitted after the Goods

All broken, chafed, and damaged Goods pro to

be left in the Godowns, where they will be

examined on Monday, the 10th inst, at

All Claims must reach us before the loth

Bills of Lading will be countersigned by the

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

Agents.

inst, or they will not be recognised.

No Fire Insurance will be effected.

notice to the contrary be given before 8 A.M.

have left the Godowns, and all Goods remaining

undelivered after the 10th inst., will be subject

Consignees of Cargo by the above-mamed

NOTICE TO CONSIGNEES.

DAVID SASSOON & CO., LD.,

Agents.

examined on the 7th July, at 3 P.M.

Hongkong, 30th June, 1905.

will be delivered from alongside.

at once, at Consignees' risk and expense.

THE Steamship

Company, Limited.

undersigned.

Goods are landed.

5 r.m. To-DAY.

will be subject to rent.

any case whatever.

left the Godowns.

/KIHE Steamship

delivery may be obtained.

Hongkong, 4th J ly, 1905.

Consignees' risk and expense.

No Fire Insurance will be effected.

NHE P. & O. S. N. Co.'s Steamer

No Fire Insurance Las been effected.

undelivered after the 7th July. will be subject.

of the steamer's arrival here after which date

and stored at Consignees' risk and expense.

they cannot be recognised.

to rent.

SINGAPORE.

TRADE MAE

on every

Largest Sale in the World.

JOINT STOCK SHARES.

Hongkong, 5th July. FROM HAMBURG, BREMEN, ROT. PAID UP. QUOTATIONS COMPANY. THE H.A.L. Steamship Alhambra´

\$835, buyera. "Hongkong & S'hai... \$125 } London, 486" National B. of China - £5 | \$37, buyers A. Shares ...... 7th, 2.00 P.M. Bell's Asbestos E. A. 12s. 6d. \$54, buyers \$12 | \$11.75, sales 7th, 3.00 P.M. China-Borneo Co..... 7th. 5.10 P.M. China Light & P. Co... \$10 | 210. 8th, 11.00 A.M. China Provident ..... 310 | \$8.75, sellers Cotton Mills-Ewo......Tls. 50 Tls. 41, buyers

Hongkong \$10 \$164, sel International Tls. 75 Tls. 38. \$10 \$164, seliers Laon Kung Mow ... Tis. 100" Tis. 423. Dairy Farm ..... ati , \$17, sellors Docks and Wharves Farnham, B. & Co... Tis. 100 Tis. 133. \$50 | \$95. H. & K. Wharf & G. \$50 | \$194, buyers H. & W. Dock ...... New Amoy Duck ... \$64 \$15, sellers

8'hai & H. Wharf, h Tls. 100 | Tls. 175. Fenwick & Co., Geo... \$20 ( 403). \$10 \\$26\, sellers O. Island Coment. Hongkong & C. Gas... 210 6170, ex div , bby, Hongkong Electric ... 510 \$17z. 35 \$114, sellers. Do. New..... \$100 | \$2.21, buyers H. H. L. Tramways... Hongkong Hotel Co... 350 | \$141, seliers Hongkong Ico Co ..... \$25 \$242<sub>..</sub> **\$**50 | \$152. Hongkong Rope Co... H'kong S. Waterboat. \$10 | \$16, sellers

Insurances— \$50 \$320, sales & buy Canton ..... \$20 | \$87. sellers China Fire..... China Tradera \$25 | \$75, setlers Hongkung Fire ..... ∕**\$**500 : **\$**30**2**4. • North China ...... 25 Tls. 52. \$100 i \$695, buye.s Union..... \$60 | \$172<u>k</u>. Yangtsze ..... Land and building-Hongkonglandiny. \$100 | \$114, buyers Humphrey's Letate \$10 | \$12\ sellers

Do. New ....... 130 | 140, seliers Kowloon Land & B. Shanghai Land...... Tls. 50 Tls. 122, buyers Westroint Building \$50 \$54, sellers Charbonnagea ..... Fca. 250 | \$190. Raubs ...... 18/10 Sol, sales \$10 | \$94; sellers Philippine Co. .....

\$100 | \$213, sellers \$100 | \$31, sellers | Luzon Sugar ...... Steamship Companies \$25 | \$21. sellers China and amila... \$351, seuers Douglas Steameinp. H., Canton & M.... \$15 -\$27 sales & sellers

Indo-China S.N. Co. £10 \$95, buyers Shell Transport Co. £1 22s. sellers £10 a5 10s. Do. Preference... \$10 \$55, sellers Star Forry..... \$5 | \$27 sales & sellers Do. New..... Shanghai & H. Dyeing \$25 \$22, Lellers South China M. Post... Steam Laundry Co...

Do..... Storés & Dispensaries Campbell, M. & Co. Poweil & Co., Wm., \$10 S111. sellers Watkins.... \$10 | \$5, söllers Watson & Co., A. S.; \$10 \$12, sales \$4 \$01, selle: s Inited Asbestos ..... Do. Founders ..... \$10 \$150.

VERNON & SMITH, Brokers.

HONGWONG TIDE TABLE. From 6th to the 12th July. To correct Zone Time add 23 min and 18 sec.

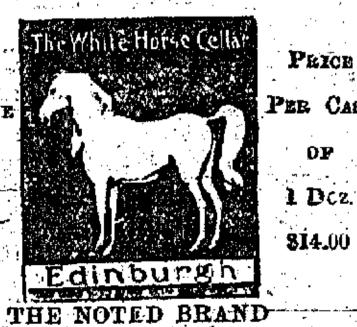
LOW WATER.

WHITE HORSE CELLAR WHISKY.

PRICE.

OF

l Doz.



9.30 A.M. PER CASE  $\mathbf{0F}$ 1 Dcz. 814.00

OLD COACHING DAYS.

SOLE AGENTS: ster grong, 6th April, 1905.

HONGKONG, CANTON, MACAO WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones. S.S. "POWAN, 2,838 tons, Captain G. F. Merrison, R.N.R. S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas, S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd, S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius,

Departures from Hongkong to Canton daily at 8,30 a.m. (Sunday excepted), 9 p.m. and 10,30 p.m. (Saturday excepted). Departures from Canton to Hongkong daily at 8:30 n.m., 2 p.m. and 6 p.m. (Sunday excepted).

These Steamers, carrying His Mejesty's Mails, are the largest and festest on the Li-SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LD

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke. Departures from Hongkong to Macao on weekdays about 2 p.m. (See Special Summer Timetable) Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T Hamlin This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.r.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD. CANTON-WUCHOW LINE. S.S. "SAINAM,' 588 tons, Captain W. A. Valentine.

mediate delivery of their goods from alongside. S.S. "NANNING," 569 tons, Captain C. Butchart, Uptional Cargo will be forwarded upless One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and notice to the contrary be given before To-DAY. Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 n.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the-HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. 18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LD.

PEERLESS SCOTS WHISKIES

HAIG & HAIG, Ld., DISTILLERS SINCE 1679.

5 Star, Liqueur Exquisite, best in the World for Club or Private use at ... ... 222.00 Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try Haic & Haic's WHISKIES; pure, mellow matured, non-smoky, delicate flavour Once tried, preferred to all others. Sole Agents for Hongkong:

F. BLACKHEAD & Co.

A. TACK & CO..

26. DES VŒUX ROAD CENTRAL. HONGKONG.

FURNITURE, CROCKERY, GLASS & PLATED WARE.

JUST RECEIVED a large and select assortment of PHOTOGRAPHIC GOODS. consisting of Eastman's Kedaks and Films, Ilford Plates and Paper, Johnson's Chemicals, and cheap Magazine Cameras. Prices considerably reduced.

NOTICE TO CONSIGNEES. AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES. S.S. "AFGHAN PRINCE." FROM NEW YORK.

A YONSIGNEES of Cargoare herebyinformed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowleon Wharf and Godown Company, Ld. whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject

vessel are hereby informed that their Goods are All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th July, at 3 P.M. No Fire Insurance has been effected. Optional Goods will be landed here unless Bills of Lading will be countersigned by instructions are given to the contrary before

ARNHOLD KARBERG & CO., Hongkong, Soth June. 1905.

BISHL DOUKYARD AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK," A.I. A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. h on Blocks Wi 4 of Entrance on Top ... 961 ... Width of Entrance on Bottom ... 881 ... Water on Blocks at Spring Tide 341 ...

Extreme Length... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 264.

Extreme Length... 371 feet. Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide

PATENT SLIP. Suitable for vessels up to 1,000 tons gross. FITHE WORKS are well equipped with

LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK of MATERIAL is

always kept on band. The COMPANY has the powerful steamer "OURA-MARU" (712 tops, 700 I.H.P. epocially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice.

TE UNGKONG HIGH-LEVER TRAM-WAYS COMPANY, LIMITED. TIME TABLE.

WERE DAYS.

7.00 n.m. 7.30 a.m. to 8.00 a.m. ... Every 10 minutes. 8.00 a.m. to 8.30 a.m. ... Every 15 minutes. 8.30 a.m. to 9.30 a.m. ... Every 10 minutes 9.80 a.m. to 1 .00 a.m. ... Every 15 minutes. 11.80 a.m. to 1:.15 p.m. ... Every 15 minutes. 12.45 p.m. to 1.15 p.m. ... Every 10 minutes. 1.15 p.m. to 1.45 p.m. ... Hvery 15 minutes. 1.45 p.m. to 2.15 p.m. ... Every 10 minutes. 2.15 p.m. to 8.00 p.m. ... Every 15 minutes. 8.80 p.m. to 5.00 p.m. ... Every 15 minutes,

5.00 p.m. to 8.00 p.m. ... Every 10 minutes. . 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m. every 🕯 hour.

Extra cars at 11.30 p.m. and 11.45 p.m. SUNDATE.

8.00 a.m. tc 9.00 a.m. ... Every 15 minutes. 2.00 a.m. to 9.30 a.m. ... Every 80 minutes. 9.80. m.m. to 10.30 a.m. ... Every 15 minutes. 10.8 a.m. to 11.00 a.m. ... Every 10 minutes. 12.0 Noon to 1.00 p.m. ... Every 10 minutes. 1:00 p.m. to 5.00 p.m. ... Every 15 minutes. 5.00 p.m. to 6.00 p.m. ... Every 10 minutes. 6.00 p.m. to 7.00 p.m. ... Every 15 minutes. 7.00 a.m. to 8.00 p.m. ... Every 10 minutes. NidHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour. SPECIAL CARS by arrangement at the Com-

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MPIER

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